

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date: Friday, January 7, 2022

Time: 9:00 a.m. to 11:30 a.m.

Place: Virtual meeting held via Zoom

[Connect with Zoom](#)

Passcode: 042255

Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Committee input on Creating a Safe Space at TPAC (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2022 TPAC overview of meetings/workshops, update on TPAC Community Representatives (Chair Kloster)	
9:25 a.m.	Public communications on agenda items	
9:30 a.m.	Consideration of TPAC minutes, December 3, 2021 (<u>action item</u>)	Chair Kloster
9:35 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-**** (<u>action item, Recommendation to JPACT</u>) Purpose: For the purpose of amending the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to advance eight Metro Unified Planning Work Program (UPWP) projects into the constrained MTIP to assist in the development of the SFY 2023 UPWP, plus add four new projects to the MTIP (JA22-07-JAN1)	Ken Lobeck, Metro
9:50 a.m.	Resolution 21-5211, amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Community Visioning Project funded Since UPWP adopted (<u>action item, Recommendation to JPACT</u>)	John Mermin, Metro
10:00 a.m.	Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project (<u>action item, Recommendation to JPACT</u>)	John Mermin, Metro
10:10 a.m.	Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project Funded since UPWP adopted, (<u>action item, Recommendation to JPACT</u>)	John Mermin, Metro

10:20 a.m.	2023 Regional Transportation Plan (RTP) Vision and Priority Outcomes (discussion) Purpose: Provide an update on the scoping process and seek feedback on the 2018 RTP vision and priority outcomes.	Kim Ellis, Metro
11:00 a.m.	2024-27 ODOT Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) (discussion) Purpose: To provide TPAC an update on the process and current discussions taking place at the Oregon Transportation Commission (OTC) on which funding categories and programs to invest new revenues as a result of the IIJA.	Chris Ford, ODOT
11:25 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
11:30 a.m.	Adjournment	Chair Kloster

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kulan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntuxub ntuxaug daim ntawv ceeb toom

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

2022 TPAC Work Program

As of 12/30/2021

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

<p>January 7, 2022 9:00 – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2022 TPAC overview of meetings/workshops, Community Representatives update (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since UPWP adopted <u>Recommendation to JPACT</u> (John Mermin, 10 min) • Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to Existing I-5 Boone Bridge Planning Project <u>Recommendation to JPACT</u> (John Mermin, 10 min) • Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since the UPWP adopted <u>Recommendation to JPACT</u> (John Mermin, 10 min) • 2023 Regional Transportation Plan Vision and Priority Outcomes – Discussion (Kim Ellis; 40 min) • 2024-27 ODOT Administered Funding-Infrastructure Investment & Jobs Act (IIJA) (Chris Ford, ODOT; 25 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p>January 12, 2022 – TPAC Workshop 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro/ Lidwien Rahman, ODOT/ Susie Wright, Kittelson & Associates, 35 min) • Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins, Metro/ Chris Lamm, Cambridge Systematics; 35 min) • FFY 2021 Obligation Target performance and Annual Obligation Report (Ted Leybold/Ken Lobeck, Metro; 25 min)
---	---

February 4, 2022 9:00 – 11:30 a.m.

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **2018 RTP Amendment 21-1467 I-205 Toll Project Recommendation to JPACT** (Kim Ellis, Metro/ Mandy Putney, ODOT 30 min)
- **MTIP Formal Amendment 21-5234 Recommendation to JPACT** (Lobeck, 15 min) I-205 Toll Project
- **MTIP Formal Amendment 21-**** Recommendation to JPACT** (Lobeck, 15 min)
- 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min)
- Transport Committee Check-in (Caleb Winter, 30 min)
- 2024-27 ODOT Administered Funding Program – Infrastructure Investment and Jobs Act (IIJA) Funding Scenarios and Public Comment Update (Chris Ford/Glen Bolen, 20 min)
- 2024-27 ODOT Administered Funding-OTC consideration for allocating funding among Fix-It, Public and Active Transportation, and Enhance Highway programs. (Jessica Horning, 20 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**February 16, 2022 – MTAC/TPAC Workshop
10 am – noon****Agenda Items:**

- Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan (Kim Ellis, Metro/ Lidwien Rahman, ODOT/Susie Wright, Kittelson & Associates, 60 min)
- 2023 Regional Transportation Plan Draft Work Plan and Engagement Plan – Discussion (Kim Ellis, 45 min)
- Emerging Trends Initial Findings (Eliot Rose, Metro/ Briana Calhoun, Fehr & Peers, 45 min)

<p><u>March 4, 2022 9:00 – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • RFFA update, timeline, next steps (Dan Kaempff) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2023 Regional Transportation Plan Update Work Plan and Engagement Plan – <u>Recommendation to JPACT</u> (Kim Ellis, 20 min.) • Draft 2022-23 UPWP Review & Discussion (John Mermin, 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>March 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 20 min)
<p><u>April 1, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2022-23 UPWP Resolution 22-**** <u>Recommendation to JPACT</u> (Mermin, 15 min) • Regional Mobility Policy Update: Shaping the Recommended Policy and Action Plan - (Kim Ellis, Metro/ Lidwien Rahman, ODOT, 60 min) • Updated 2024-27 MTIP revenue forecast (Grace Cho/Ted Leybold, Metro; 20 min) • 2024-27 ODOT Administered Fund Program Allocations & Scoping updates (Chris Ford 5 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>April 20, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay and Commodities Movement Study (Tim Collins, Chris Johnson, Kyle Hauger, Metro; 45 min) • <i>2020 Census Report Update (Chris Johnson, TBD)</i>

<p><u>May 6, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • 2024-27 ODOT Administered Funding-Program Allocations & Scoping updates (Chris Ford; 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>May 11, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation and Risk Assessment review (Dan Kaempff, 30 min)
<p><u>June 3, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Regional Mobility Policy Update: Recommended Policy and Action Plan <u>Recommendation to JPACT</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 60 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>June 15, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>July 8, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>July 13, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>August 5, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>August 17, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>September 2, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>September 14, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>October 7, 2022</u> 9:00 am – 11:30 a.m.</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>October 19, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

<p><u>November 4, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>November 9, 2022 – TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>
<p><u>December 2, 2022 9:00 am – 11:30 a.m.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 21-**** <u>Recommendation to JPACT</u> (Lobeck, 15 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>December 21, 2022 – MTAC/TPAC Workshop</u> 10 am – noon</p> <p>Agenda Items:</p>

Parking Lot: Future Topics/Periodic Updates

- Update on SW Corridor Transit
- Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)
- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- 2021 PILOT Grants Update (Eliot Rose)
- Telework affects post COVID on transportation (TriMet/Eliot Rose)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 28, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for November and December 2021 (Formal Amendments) and December 2021 for Administrative Modifications

BACKGROUND:

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-4 weeks to occur depending on the number of submitted admin mods in the approval queue.

Added Note:

The November Formal Amendments are included in this package as the Metro Council approval date was changed from December 2, 2021 to be January 6, 2022.

MTIP Formal Amendments

Proposed November 2021 (FFY 2022) Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: NV22-02-NOV1 Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19120	70799	Gresham	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	Operational improvements, signal upgrades, bicycle and pedestrian improvements	<u>COST INCREASE:</u> Additional local overmatching funds are committed to the construction phase to address the updated construction cost estimate
Project #2 Key 21616	71170	ODOT	OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<u>SPLIT FUNDS:</u> Split \$25k off the construction phase and commit to Key 20435.
Project #3 Key 20435	70988	ODOT	OR99W: I-5 - McDonald St	Repave roadway; upgrade ADA ramps to current standards; improve access management; pedestrian improvements and address drainage as needed. Includes full signal upgrade at Johnson/Main. Repave roadway, sidewalk/bicycle gap fill-ins, construct ADA ramps and access management upgrades, provide drainage upgrades, add water quality facility, full signal upgrade at Johnson/Main, plus repair rutting and surface damage allowing safer travel	<u>SCOPE CHANGE</u> Project limits are extended, a third site location is added to the project, additional scope work elements are included resulting in a cost increase of 10.49% for a revised total project cost of \$26,585,468

Proposed November #2 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: NV22-03-NOV2 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21570 Re-Added Project	71083	ODOT	I-5: Columbia River (Interstate) Bridge	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge will improve traffic and mobility for freight and the public traveling across the river.	<u>RE-ADD NEW PROJECT:</u> The formal amendment adds the PE phase and \$71 million dollars for this bi-state effort to implement NEPA, design, and cost development actions for a possible future replacement of the I-5 bridges across the Columbia River

Proposed November 2021 (FFY 2022) Formal Amendment Bundle #3 Amendment Type: Formal/Full Amendment #: NV22-04-NOV3 Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key New	TBD	Portland	82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)	Complete safety upgrades including enhance crossings, lighting, intersection left-turn pocket lanes and signal TSMO upgrades, sidewalk improvements, ADA compliance upgrades, and pavement rehabilitation for motorist and pedestrian/cyclist increased safety	<u>ADD NEW PROJECT</u> The formal amendment adds Portland's 82 nd Ave Safety Upgrade project funded from the American Rescue Plan Act of 2021 to the 2021-26 MTIP

Current approval progress for all three formal MTIP amendments:

1. TPAC approval date: November 5, 2021
2. JPACT approval date: November 18, 2021
3. Metro Council approval date: Scheduled for January 6, 2022. The public comment period was extended to December 28, 2021 for all three amendment bundles. This resulted in changing the Metro Council approval date to be January 6, 2022.
4. Upon Metro Council approval, the three amendment bundles will be sent to ODOT and FHWA for final review and approval.

Proposed December 2021 (FFY 2022) Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: DC22-05-DEC Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20363	71250	ODOT	I-84: Corbett Interchange - Multnomah Falls	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<u>SPLIT FUNDS:</u> Split \$1.8 million for the project and commit to I-84 Culverts Repairs Phase 2 project in Key 22504 (also included in this bundle)
Project #2 Key 22504 New Project	New TBD	ODOT	I-84: Corbett Interchange - Multnomah Falls Phase 2	Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.	<u>ADD NEW PROJECT:</u> The formal MTIP Amendments adds the I-84 culvert repairs phase 2 project to the 2021-26 MTIP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #3 Key 20410	70967	ODOT	I-84: I-205 - Marine Drive	On I-84 remove/replace asphalt surface to repair rutted pavement & seal the driving surface of four bridges (#07088A, #07044A, #07043A, & #13514F) (HB2017 Project)	LIMITS CHANGE: Extend beginning limits from 6.80 to be 5.54 which equals an increase of 1.26 miles for the project. No scope or cost change results.
Project #4 Key 21608	71162	ODOT	OR8 at 174th Ave, Armco Ave, Main St and A&B Row OR8 at Armco Ave, Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	SCOPE CHANGE: The amendment completes scope and funding adjustments to the project. The adjustments results from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule, and budget to move this project forward

Current approval progress for all three formal MTIP amendments:

1. TPAC approval date: December 3, 2021
2. JPACT approval date: December 16, 2021
3. Metro Council approval date: Scheduled for January 6, 2022.
4. Upon Metro Council approval, the three amendment bundles will be sent to ODOT and FHWA for final review and approval.

December Administrative Modifications

Administrative Modification Bundle #AM22-07-DEC1

Annual Project Phase Slip Amendment and Identification of MPO Obligation Targets
The projects listed in the below tables were identified with at least one phase programmed in FFY 2022 that required to be slipped to FFY 2023. This is occurring as part of the annual December Slips Amendment to the MTIP and STIP.

From Attachment 2: Required Project Phase Slips to FFY 2023 From Metro FFY 2022 "New Funds" Obligation Targets List				
Key	Lead	Name	Phase	Action
20808	Clackamas County	NE Cleveland Ave.: SE Stark St - NE Burnside	Construction	Slip Construction phase with \$ 2,313,096 of CMAQ plus match from FFY 2022 to FFY 2023
21593	Metro	Transportation Demand Management (Metro)	Other	Slip Other phase with \$126,400 of STBG plus match from FFY 2022 to FFY 2023
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Construction	Slip Construction phase with \$1,071,762 of STBG plus match from FFY 2022 to FFY 2023
22128	Washington County	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	PE	Slip PE phase with \$1,871,768 of STBG plus match from FFY 2022 to FFY 2023
21593	Metro	Transportation Demand Management (Metro)	Other	Slip Other phase with \$40,000 of TA-U plus match from FFY 2022 to FFY 2023
20812	Portland	Brentwood Darlington Bike/Ped Improvements	ROW	Slip ROW phase with \$153,025 of TA-U plus match from FY 2022 to FY 2023
			Other/UR	Slip Other/UR phase with \$44,865 of TA-U plus match/overmatch from FFY 2022 to FFY 2023
			Construction	Slip Construction phase with \$1,043,610 of TA-U plus match/overmatch from FFY 2022 to FFY 2023
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	Construction	Slip Construction phase with \$250,598 of TA-U plus match/overmatch from FFY 2022 to FFY 2023
Number of projects: 7 Number of project phases being slipped: 9				

From Attachment 3: Required Project Phase Slips from FFY 2022 to FFY 2023 From Metro “Older” Funded Projects List				
Key	Lead	Name	Phase	Action
19327	Tigard	Fanno Crk Trail: Woodard Pk-Bonita Rd/85th Ave-Tualatin Br	Construction	Slip Construction phase with \$3,042,724 of CMAQ plus match/overmatch from FFY 2022 to FFY 2023
18758	ODOT	OR8: SW Hocken Ave - SW Short St	Construction	Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023
17270	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	Construction	Slip Construction phase with \$2,004,083 of STBG plus match from FFY 2022 to FFY 2023
19357	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	PE	Slip PE phase with \$589,309 of STBG plus match from FFY 2022 to FFY 2023
20814	Portland	Jade and Montavilla Multi-modal Improvements	ROW	Slip ROW phase with \$193,075 of TA-U plus match & overmatch from FFY 2022 to FFY 2023
			Other/UR	Slip Other/UR phase with \$50,000 of Local funds from FFY 2022 to FFY 2023
Number of Projects: 5 Number of project phases being slipped: 6				

From Attachment 4: Required Project Phase Slips from FFY 2022 to FFY 2023 From Metro Local and Other Funded Projects List				
Key	Lead	Name	Phase	Action
20883	Metro	Transit Oriented Development Program (2021)	Other	Slip Other phase with \$3,393,696 of Local funds from FFY 2022 to FFY 2023
20332	Portland	I-205 Overcrossing (Sullivans Gulch)	ROW	Slip ROW phase with \$107,900 of Local funds from FFY 2022 to FFY 2023
Number of Projects: 2 Number of project phases being slipped: 2				

From Attachment 5: Required Project Phase Slips from FFY 2022 to FFY 2023 From Non Metro ODOT and Transit Funded Projects List				
Key	Lead	Name	Phase	Action
21636	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	ROW	Slip ROW phase with \$562,192 of HSIP plus match from FFY 2022 to FFY 2023
21882	Multnomah County	Hawthorne Bridge Ramps	Construction	Slip ROW phase with \$7,118,759 of STBG State plus match from FFY 2022 to FFY 2023
21884	Multnomah County	Morrison St: Morrison (Willamette River) Bridge (Portland)	PE	Slip ROW phase with \$1,604,929 of STBG State plus match from FFY 2022 to FFY 2023
22310	Metro	Portland Metro Planning SFY23	Planning	No MTIP action. The MTIP version is Key 21839. Unclear why the STIP shows a different Key number. PL and 5303 programmed amounts are the same. Key 21839 will be used as the SFY 23 UPWP Master Agreement project grouping bucket. Please change Key 20310 to be 21839 in the STIP.
22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS Improvements	ROW	Slip ROW phase with \$132,278 of TA-State plus match from FFY 2022 to FFY 2023
21606	ODOT	OR224 at SE Monroe St	ROW	Slip ROW phase with \$13,801 of AC-HSIP plus match from FFY 2022 to FFY 2023
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	ROW	Slip ROW phase with \$161,621 of NHPP and \$117,735 of AC-HSIP plus required matches from FFY 2022 to FFY 2023
21638	ODOT	OR213: I-205-OR211	ROW	Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023
			Other/UR	Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023
20328	ODOT	OR8 Corridor Safety and Access to Transit II	ROW	Slip ROW phase with \$89,370 of NHPP funds plus match from FFY 2022 to FFY 2023
			Construction	Slip Construction phase with \$2,097,964 of NHPP plus match from FFY 2022 to FFY 2024
21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits	Other	Slip Other phase with \$2,691,900 of AC-HB2017 funds from FFY 2022 to FFY 2023
			Construction	Slip Construction phase with \$54,555,840 of AC-HB2017 plus match from FFY 2022 to FFY 2023
21614	ODOT	US26: SE 8th Ave - SE 87th Ave	ROW	Cancel ROW phase with \$6,312 of State SFLP. ROW phase determined not required.
20522	ODOT	US30 at Bridge Ave Ramps	Construction	Slip Construction phase with \$2,518,003 of State STBG plus match from FFY 2022 to FFY 2024
20332	Portland	I-205 Overcrossing (Sullivan's Gulch)	ROW	Slip ROW phase with \$107,900 of Local funds from FFY 2022 to FFY 2023
21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	Construction	Slip Construction phase with \$1,589,049 of State STBG plus match from FFY 2022 to FFY 2023
20384	Portland	NW Thurman St Over Macleay Park	Construction	Slip Construction phase with \$3,907,149 of State STBG plus match from FFY 2022 to FFY 2023
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	PE	Slip PE phase with \$444,883 of HSIP plus match from FFY 2022 to FFY 2023

21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	PE	Slip PE phase with \$241,415 of HSIP plus match from FFY 2022 to FFY 2023
21633	Portland	SW Shattuck Rd at OR10 (Portland)	ROW	Slip PE phase with \$33,764 of HSIP plus match from FFY 2022 to FFY 2023
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	Other/Transit	Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	Other/Transit	Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023
20873	SMART	SMART Bus Purchase/PM. Amenities and Technology 2020	Other/Transit	Slip Other/Transit phase with \$417,404 of 5307 plus match from FFY 2022 to FFY 2023
20874	SMART	SMART Bus Purchase/PM. Amenities and Technology 2021	Other/Transit	Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023
22192	SMART	SMART Bus Purchase/PM. Amenities and Technology 2022	Other/Transit	Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023
22190	SMART	SMART Senior and Disabled Program (2022)	Other/Transit	Slip Other/Transit phase with \$41,000 of 5310 plus match from FFY 2022 to FFY 2023
20488	Tigard	North Dakota Street: Fanno Creek Bridge	ROW	Slip ROW phase with \$385,839 of AC-STBGS from FFY 2022 to FFY 2023
20820	TriMet	TriMet Bus Purchase (2021)	Other/Transit	Slip Other/Transit phase with \$3,433,101 of 5339 from FFY 2021 to FFY 2022. Note: Confusion over TrAMS grant submission indicates actual submission is considered during FFY 2022 and not FFY 2021.
Number of Projects: 26 Number of project phases being slipped: 29				

Administrative Modification Bundle #AM22-08-DEC2

Key	Lead Agency	Name	Change
20335	ODOT	Central Systemic Signals and Illumination (ODOT)	Cost Increase: Minor cost increase of 3.6% to the construction phase
20376	ODOT	West Systemic Signals and Illumination (ODOT)	Description updates
18794	ODOT	OR8: SW 192 Ave - SW 110th Ave	Cost Increase: Added funding is committed to PE, ROW, and Construction phases.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 7, 2021
To: TPAC Members, Alternates and Interested Parties
From: Marie Miller, Metro
Subject: 2022 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule

2022 TPAC Meeting Schedule

Currently we are scheduling TPAC online via Zoom. If Metro Regional Center opens during 2022 and this location is scheduled for meetings, notice will be posted/sent with the changes.

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

Date	Day	Meeting	Time	Location
Jan. 7	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
Feb. 4	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
March 4	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
April 1	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
May 6	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
June 3	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
July 8	2 nd Friday*	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
August 5	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
Sept. 2	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
Oct. 7	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
Nov. 4	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom
Dec. 2	1 st Friday	TPAC	9:00 a.m. – 11:30 a.m.	Zoom

**Schedule adjusted to accommodate legal holiday.*

TPAC Workshops every other month, 2nd Wednesday

Date	Day	Meeting	Time	Location
Jan. 12	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom
March 9	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom
May 11	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom
July 13	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom
Sept. 14	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom
Nov. 9	2 nd Wed.	TPAC Workshop	10:00 a.m. – noon	Zoom

TPAC & MTAC Combined Workshops every other month, 3rd Wednesday

Date	Day	Meeting	Time	Location
Feb. 16	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom
April 20	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom
June 15	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom
Aug. 17	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom
Oct. 19	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom
Dec. 21	3 rd Wed.	TPAC & MTAC Workshop	10:00 a.m. – noon	Zoom

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Friday, December 3, 2021 | 9:30 a.m. to 11:30 a.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Don Odermott
Karen Williams
Laurie Lebowsky
Lewis Lem
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Mark Lear
Jaimie Lorenzini
Julia Hajduk
Tom Mills
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Sherwood and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Chris Ford
Jessica Stetson
Idris Ibrahim
Wilson Munoz
Yousif Ibrahim
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Oregon Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Will Farley
 Adriana Antelo
 Alice Bibler
 Jessica Engelmann
 Michael Weston
 Cody Field
 Jack Nelson
 Rebecca Steiner
 Dave Roth
 Mike Mason
 Brad Choi
 Mandy Putney
 Bob Kellett
 Garet Prior
 Heather Wills
 Kari Schlosshauer
 Vanessa Vissar
 Jeff Owen
 Chris Damgen

Affiliate

City of Lake Oswego

 Oregon Department of Transportation
 City of Beaverton
 City of King City
 City of Tualatin

 Oregon Department of Transportation consultant

 Oregon Department of Transportation

 Oregon Department of Transportation
 Portland Bureau of Transportation
 Oregon Department of Transportation
 Oregon Department of Transportation
 Safe Routes to Schools
 Oregon Department of Transportation

 City of Troutdale

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	Tyler Frisbee, Government Affairs & Policy
Kim Ellis, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Cindy Pederson, Research Manager	Chris Johnson, Research Manager
Eliot Rose, Transportation Tech & Analyst	Summer Blackhorse, Program Assistant
Kai Oishi, Metro Intern	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chair Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chair Kloster and all) – none.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments during

November 2021. As noted in the memo, formal/full amendments and administrative approval processes were described. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided the monthly fatal crashes report. As of the 11/29/21 ODOT fatal crash report and available police notices, 121 people have died in car crashes (an average of 11 people a month) in the three counties. Of the people killed, 31 percent have been people walking, a significant increase. Statewide, 527 people have died in traffic crashes (an average of 47 people a month).
- **Department of Land Conservation and Development (DLCD) Climate Friendly & Equitable Communities Rulemaking, December update** (Kim Ellis) Future meetings presented by Oregon Department of Land Conservation and Development (DLCD) on the Climate-Friendly & Equitable Communities Rulemaking (CFEC) discussion were mentioned. Dec. 15 Metro is hosting a meeting for TPAC and MTAC committees with regional planning directors invited. The links to CFEC Topical work group meetings:
<https://content.govdelivery.com/accounts/ORDLCD/bulletins/2fed52b>
And CFEC Practitioner meetings was shared in chat:
<https://content.govdelivery.com/accounts/ORDLCD/bulletins/2fed4de>

These meetings by DLCD are held live stream with opportunity to ask questions and provide feedback on the working draft rules that are currently being drafted with revisions.

- **Discussion on 2022 TPAC meeting start times; 9 or 9:30 a.m. and TPAC community members** (Chair Kloster) It was announced the TPAC meetings would be scheduled to start at 9:00 a.m. beginning January 2022. The decision to move the start time earlier is due to large agendas. Discussion on this proposal will continue in January with committee input on meeting breaks desired and earlier start times with feedback welcome. The 2022 TPAC meeting date schedule and work program will be provided to the committee.

Due to lower participation from community members, Metro is rethinking the process and structure with community members on the committee temporarily. Recruitment for these TPAC positions have been placed on hold for now. More on this will be discussed in January. Karen Buehrig noted the importance for engagement with our community members, especially important now with the RTP updates. It was suggested to discuss what the conditions to allow participation are, and how meetings held virtually recognize members onscreen. More suggestions and input is welcome, which can sent to Chair Kloster or Marie Miller.

- **RAISE grant award announcement – Council Creek Trail** (Chris Deffebach) Ms. Deffebach announced the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant award to Washington County for \$12,200,000 toward the Council Creek Regional Trail Project. 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. Credit to years of partnership with cities and agencies was given.

Public Communications on Agenda Items – none.

Consideration of TPAC Minutes from November 5, 2021

MOTION: To approve minutes from November 5, 2021

Moved: Karen Buehrig

Seconded: Allison Boyd

ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5230

(Ken Lobeck, Metro) Mr. Lobeck began the presentation with an update on the November 2021 Formal MTIP amendments that included 3 separate amendments for MTIP and STIP programming:

- Regular bundle of 3 projects
- I-5 Interstate Bridge Replacement (I-5 IBR) Programming PE phase for ODOT
- 82nd Ave Safety Improvement project for Portland

JPACT approved the amendments in November, however public comment period has been extended to Dec. 28, and Council date for approval is now January 6, 2021. Comments can be submitted via Metro website. <https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

The December 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle contains a total of four project amendments. The bundle contains two culvert repair projects on I-84. The split funding to Key 20363 and adding Key 22504 represents adding phase 2 to the I-84 Corbett Interchange - Multnomah Falls culvert repairs project. This section of highway is designated as an ODOT Priority Route and culverts along this section of highway and culverts need to be repaired or replaced to extend the lifespan of the culvert, and maintain safety and operations of the highway.

Key 20410 is ODOT's I-84 pavement repair and rehabilitation project from I-205 to Marine Dr. The project adds pavement grind and inlay at west end of project. Eastbound paving at the west end will extend to MP 6.53 and WB paving will extend to MP 5.54. There is no scope or cost change as a result of the limits expansion.

The fourth project is ODOT's Key 21608. The amendment completes scope and funding adjustments to the project. As a result, the total project cost increases by 21% from \$5,184,284 to \$6,283,817. The adjustments result from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule and budget to move this project forward.

Comments from the committee:

- Don Odermott asked that ODOT encourage staff on early communication with info to cities and counties with ODOT changes, prior to presentations where action is taken.
- Chris Deffebach noted the challenges with funding increases due to scoping, design changes and other costs. In particular, funding one intersection of TV Highway at a time, as opposed to a corridor-wide vision that is consistent with long-term planning is preferred. ODOT will forward this feedback to management.

MOTION: Provide JPACT an approval recommendation of Resolution 21-5230 consisting of four projects which impact ODOT allowing the required adjustments to and enable their next federal approval step and/or phase obligation to occur.

Moved: Don Odermott

Seconded: Chris Deffebach

ACTION: Motion passed unanimously with no abstentions.

I-205 Toll Project (Preliminary Engineering Phase); Ordinance No. 21-1467 Amending the 2018 Regional Transportation Plan (RTP) to include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project (Kim Ellis, Metro/ Mandy Putney & Gareth Prior, ODOT) Kim Ellis provided an introduction to the proposed Ordinance 21-1467 amending the 2018 Regional Transportation Plan (RTP).

As background, in 2019, the Oregon Department of Transportation (ODOT) initiated studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known as the I-205 Toll Project. Tolls would raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion on this section of I-205. In summer 2020, ODOT launched an education and engagement period for the I-205 Toll Project to receive input on the draft purpose and need for the project, the toll alternatives to be studied, and key issues for analysis as required by the National Environmental Policy Act (NEPA).

ODOT is now preparing to move the I-205 Toll Project forward in the NEPA review process. As part of this process, ODOT requested an amendment to the 2018 RTP. The expectation is that amendments to the RTP follow the same adoption process as RTP updates, consistent with Metro's Public Engagement Guide and RTP amendment procedures.

Ms. Ellis reminded the committee what the RTP represents: a 20+ year transportation plan required by federal and state law, coordinating local, regional and state investments, establishing priorities for state and federal funding, and updated every 5 years. The MTIP (Metropolitan Transportation Improvement Program) is a detailed list of regionally significant projects and programs, noting that projects must be in the RTP to be listed (programmed) in the MTIP.

These amendments are needed because FHWA requires NEPA to be completed under a programmed PE phase in the MTIP, and the RTP needs to be amended first to include the PE phase so the MTIP can be amended to program funds for the PE phase. The amendment process for RTP and MTIP was reviewed. Upcoming I-205 Toll Project amendments Metro committee and Council discussion meetings, and action meeting schedules were presented.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-52XX; I-205 Toll Project, Introduction (Ken Lobeck, Metro/ Mandy Putney & Gareth Prior, ODOT) Mr. Lobeck provided an overview of the MTIP amendment for the I-205 Toll Project. The formal amendment to add the new PE phase project to the MTIP will start in January 2022 with the Metro Transportation Policy Alternatives Committee (TPAC). TPAC's January meeting is scheduled for January 7, 2022. Prior to the MTIP action, Metro is completing an amendment to add the PE phase to the constrained approved Regional Transportation Plan. Adding the PE to the MTIP is contingent upon approval of the RTP amendment.

Metro also must complete a 30-day public notification/opportunity to comment period when a new project is added to the MTIP. Early posting of this MTIP amendment to initiate the public comment period is occurring to have the comment history available for review for TPAC, JPACT, and Metro Council. The 30-day comment period for the MTIP amendment will be open from November 30, 2021

to January 6, 2022. The MTIP amendment approval process will then commence with TPAC at their January 7, 2022 meeting. Approvals from JPACT and Metro Council are required. Upon Metro Council approval, the formal amendment will be sent to ODOT and Federal Highways Administration for their final review and approval as well. Please see the January TPAC agenda for the approval process steps, estimated approval dates, supplemental support materials, and a more detailed staff memo/report concerning the MTIP amendment.

The MTIP amendment reflects a starting point for possible PE phase programming. However, there are several details still to work out with ODOT. This includes:

- Project Name
- Project Description
- The PE phase programming amount and fund type codes that will be used.

Amendment Performance Evaluation Assessment is still to be developed.

Comments from the committee:

- Chris Deffebach noted the MTIP analysis on this amendment was not seen in the packet presented, which provide information for projects of significance, reviewed at TPAC. Ted Leybold reported this was not yet complete, but would be posted with materials as part of the decision process.
- Laurie Lebowsky asked what the window of comment periods were. Ms. Ellis noted the RTP comment period closed Nov. 15, but the MTIP period was open through Jan. 6.
<https://www.oregonmetro.gov/metropolitan-transportation-improvement-program> It was noted public testimony are other opportunities to provide feedback directly at committee meetings.

Garet Prior provided a map showing comprehensive congestion management and mobility projects on sections of I-205 and I-5. This included areas of tolling projects and system improvement projects on side arterials in addition to specific current funding sources. The Urban Mobility Office created the Equity and Mobility Advisory Committee that reports to the Oregon Transportation Committee. It has developed foundational statements that address:

- Reliable, emissions reducing, and competitive transportation options
- Climate and equity are connected
- Toll-free travel options for people struggling to meet basic needs
- Equity investments, there on day 1
- User-friendly system (language, tech access, and ability)
- Benefits extend into SW Washington
- State, region and local communities working together

ODOT is addressing low-income impacts through the Advisory Committee, outreach, workshops and briefings through fall 2022. Local issues being addressed include diversion, noise, air quality, access to local businesses, faith centers, health care, schools and parks, and senior, youth and people living with a disability. The study with diversion was noted for both negative and positive. Regional Travel Demand Model will illustrate changes in demand over the course of the day. More detailed modeling will analyze re-routing patterns on the local street network during peak hours. The intersection-level analysis will be ready in mid-January 2022.

Mr. Prior noted the I-205 project with needs for transit and multimodal strategies for transportation options. These strategies include regional and local programs, built upon existing transportation plans, informing ODOT's commitments to project mitigation, and developed in coordination with partners.

Mandy Putney presented information on why funding is needed to answer key questions during Preliminary Engineering (PE) phase of the project. 1. How will income-based toll rates be established? 2. What are the transit and multimodal investments? 3. Where are diversion impacts located and what will be done to address them?

The committee was reminded why the I-205 toll project was needed as an RTP amendment.

- Align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA to be completed under a programmed PE phase
- The RTP needs to be updated so that the MTIP can be amended

RTP amendment comments during the 45-day period between October 1 – Nov. 15, 2021 were reported. Proposed edits to clarify language were made:

Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake. The design work was funded through HB 2017; however, construction funding for this project has not been identified. Construction financing for Phase 1A including Abernethy Bridge and adjacent intersections is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue are expected to be used will be used to fund the rest of the project and mitigation (Phase 1B, 1C, 1D and Phase 2).

The RTP amendment Appendix A Table description would further add clarification by adding: "The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure."

Comments from the committee:

- Karen Williams asked where in the analysis studies we would find impacts on vehicle miles traveled (VMT). Ms. Putney noted these have been done yet, but will be part of the environmental assessment available for review and public comment in June 2022. After revisions this will be published at the end of 2022. The performance measures are available on the website. It was noted you can find the I-205 Toll Project performance measures and other technical information in the "library": <https://www.oregon.gov/odot/tolling/Pages/Library.aspx>

Asked what the regional approach integration of projects with VMT analysis, Mr. Prior noted the Regional Mobility Pricing Project will also have this analysis equal to miles traveled with scenarios studied, preliminary data in June 2022, and more complete in 3rd quarter 2023.

- Karen Buehrig thanked ODOT for their hard work and efforts on these projects and presentations. Noting the different projects, there was concern on timing of studies following early phases of the tolling projects, suggesting having the pilot completed first. Clackamas County is concerned about impacts to vulnerable populations by diversion with tolling projects, and thinking how to better align the two projects together as whole approach.

Ms. Buehrig noted earlier comments provided by Clackamas County and recommendations made. It was recommended these amendments be similar to RTP projects in how they are written. Clarity on the PE/NEPA phase of the project different from the whole toll project was recommended. It was noted that the comment period open for the MTIP amendment contains the phrase “construction of”, making funding implied for construction, not just the PE/NEPA phase. It was noted to understand the context of the two projects together, and show impacts on diversion they may bring.

- Mandy Putney appreciated the participation with Clackamas County and their comments. ODOT wants to provide clear information and understands that tolling is new to our region with much education to include as we move forward. The studies are expected to capture the full spectrum of impacts to diversion, among other elements, using the regional model as the starting point of analysis, the data available online beginning next month, and learning more about mitigation with conversations ahead. Similar planning and studies are being done with the IBR (Interstate Bridge Replacement) project, following modeling focus groups and analysis. Coordination between teams and projects is developed for the best alignment possible.

Mr. Prior noted the timing between the projects as opportunities to inform issues on diversion before tolls go live and decisions on toll rates are made. The year gap between I-205 and the regional system can better define funding and next steps in phases. Ms. Buehrig acknowledged the unknowns now, aggressive timelines, need to understand how mitigations will be in place at the time of tolling, narrow window time frames between projects, and understanding the benefits to start tolling early and that these specific locations.

- Eric Hesse appreciated ODOT taking the time to present the information. The City of Portland had many of the same types of questions asked at this meeting. Some concerns regarding the gap of year between projects that could potentially complicate the process. Timeline concerns with mitigation unknowns between pilot and full regional projects. It was suggested this might be an opportunity to slow down the process for more effective coordination with policy discussions, and RTP findings that could help inform performance measures. It was noted legislative processes have potential to appeals; timely relevant, realistic timelines was suggested.
- Ms. Putney noted that additional design work has been added to the PE phase of I-205 with entry locations near bridges are placed. The Regional Mobility Policy project needed additional time in the timeline, which has been added. While it seems this is currently on a fast track, ODOT received legislative direction in 2017 for pricing on these two corridors and are now behind schedule. Clarity on materials and hearing from the public and jurisdictions will continue to provide information on travel patterns and behaviors with toll discussions, then mitigations conversations. More work will need to be done in 2022.
- Don Odermott encouraged to think beyond simple metrics with VMT and performance measures, but hours of motor operation and diversion of routes. Gas emissions from diversion and how tolls may affect changes in hours of motor operation is one of the extra steps that can be taken with the studies.
- Tom Mills noted TriMet is working with the ODOT team on how they can help mitigate diversion, providing options to transit with different service designs and allow riders options to avoid tolls if possible. They will continue to stay engaged in the process.

The committee was encouraged to contact Gareth Prior, Mandy Putney and Kim Ellis directly with questions and comments.

Resolution 21-5211 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Gateway Corridor Community Vision Project funded since UPWP adopted (John Mermin, Metro/ Jamie Stasny, Clackamas County) John Mermin provided an overview of the three amendments to the UPWP being presented. It was noted the UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget. All three of the projects presented will be presented in January for TPAC action.

Jamie Stasny provided an overview of the Sunrise Gateway Corridor Community Visioning Project. This project came about after evolution of the transportation concept during development of the regional funding measure. The County recognized the need for community engagement to understand existing conditions, lived experiences, challenges and opportunities and ultimately the need to create a cohesive community vision for the Sunrise corridor. This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

Comments from the committee:

- Chris Deffebach asked for clarity on the funding with the project if coming from legislative allocation, and now related to federal funding. Ms. Stasny noted additional funds started from the Oregon legislature in 2021 have been added by the County with jurisdictional transfer. Ken Lobeck noted this did not need MTIP programming because of funding structure.

Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project (John Mermin, Metro/ Vanessa Vissar, ODOT) Background information was shared in the memo packet on this amendment:

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

Comments from the committee:

- Ken Lobeck ask for clarification on Federal funding on this project, which Vanessa Vissar confirmed. Coordination on possible need to have this as a TIP amendment as well.
- Karen Buehrig noted part of the next steps included bike and pedestrian access. Would this include the French Prairie bike bridge part of this assessment? Ms. Vissar noted ODOT is working on details but not sure of the timing and/or funding yet.
- Eric Hesse asked for clarification on the scope of work with assumption of tolling project, in regard to inclusion in the RTP and I-205 timeline. Ms. Vissar noted this was included in the RTP and work with FHWA thru the NEPA process. Gareth Prior added ODOT is working through what

segments get studied where and through which projects. Part of the segment is included in the Regional Mobility Pricing project.

- Chris Deffebach asked for clarification on the NEPA analysis that was not a part of toll revenues to pay for the Boone Bridge. Mandy Putney noted the NEPA analysis would include traffic analysis with tolling assumptions. Only one NEPA study/analysis would be made.

Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted (John Mermin, Metro/ Garet Prior, ODOT)

Background information was shared in the memo packet on this amendment:

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

Comments from the committee:

- Karen Buehrig noted the challenge seeing when this becomes a new UPWP project, then becomes the start of the NEPA process, then becomes the RTP. In past discussions, the Regional Mobility Pricing project was integrated into the RTP with the update end of 2013. It appears now dates are moving the full RTP into the NEPA analysis before the adoption of the 2013 RTP. It was suggested to clarify what's done, what additional actions will be taken and how coordinated relating to the full RTP.

It was noted most people commenting on the I-205 project regard tolling. But what pieces of this project can we influence? What can we talk with the public about that will be helpful and provide insightful engagement?

Garet Prior noted ODOT is working to align the RTP and Regional Mobility Pricing project so as not to create additional stand-alone projects. They are early in the process, but need RTP funding and policy decision, with answers to the questions shown:

- Where are tolls located?
- What is the toll rate for vehicle types?
- What is the toll rate at a certain time of day?

These will help develop scenarios for tolling on I-5 and I-205.

Infrastructure Investment and Jobs Act (IIJA) (Tyler Frisbee, Metro/ Glen Bolen, ODOT) Tyler Frisbee presented information on the new Bipartisan Infrastructure Law (BIL) that provides the most significant investment in Capital-1 infrastructure in recent history.

- \$550 billion in new federal investment in roads, bridges, transit, water infrastructure, broadband, power grid, etc.
- \$110 billion in new investment in our roads, bridges, and major projects
Including \$40 billion in new funding for bridge repair
- \$39 billion in new investment to modernize America's public transit systems
- \$66 billion in Amtrak and intercity rail investments
- \$7.5 billion for EV investments plus funds to electrify school busses, transit busses, and ferries
- \$17 billion in Port infrastructure and \$25 billion in airports

Much of the increase in funding is via existing formula funds. This enables USDOT to get funds out the door quickly. *New Programs

- National Highway Performance Program: \$1.9 billion
- Surface Transportation Block Grant Program: \$925,763,322
- Railroad-Highway Crossing Program: \$16,330,050
- CMAQ Program: \$110,005,900 over five years (increase of \$8 million over five years)
- Metropolitan Planning Program: \$24,850,982
- National Highway Freight Program: \$90,208,241
- *Carbon Reduction Program: \$82,547,230
- *Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: \$93,862,114

The Infrastructure Investment and Jobs Act authorizes over \$100 billion in grant funding, to be given out by USDOT. This is, by far, more funds than have ever been distributed by a USDOT Secretary.

Infrastructure for Rebuilding America (INFRA) Grant Program: \$8 billion

Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Grant Program: RAISE (formerly BUILD, formerly TIGER): \$7.5 billion

*PROTECT Grant Program \$1.4 billion

*National Infrastructure Project Assistance Program: \$5 billion *Bridge Investment Program: \$12.5 billion

*Wildlife Crossings Program: \$350 million

*Congestion Relief Program: \$250

*Healthy Streets Program: \$500 million

Regarding transit investments, \$106.9 billion for public transit, an increase of \$41.1 billion (63 percent) above current levels. This includes:

- \$33.5 billion is provided for 5307 Urbanized Formula Grants;
- \$18.4 billion for 5337 State of Good Repair Formula Grants;
- \$4.6 billion for 5311 Rural Formula;
- \$3.9 billion for Growth/Density Formula
- \$3.2 billion for Bus Formula;
- \$2.3 billion for Competitive Bus Grants; and
- \$1.9 billion for 5310 Elderly/Disabled Formula.

Oregon is projected to receive a total of \$795.8 million in FTA formula funding over the 5-years, including a total of \$548.6 million for the Portland/Vancouver area.

Ms. Frisbee noted ways on what the region can do to leverage the most from these investments: work with ODOT to direct funding to shared priorities, participate in rulemaking, coordinate with partners with grant approaches, speak with one voice, and talk to our congressional delegations. Metro staff are working on two letters; one from JPACT to OTC on these investment priorities, and one from TriMet/JPACT to legislative delegations thanking them for their work on priorities with transit.

Glen Bolen presented information on how ODOT IIJA funding for Oregon would be allocated between selected STIP funding categories. These scenarios will be brought forward to OTC in January with initial public input, updated draft scenarios, and asking for feedback. Public comment period will follow on scenarios after the OTC meeting, including advisory committee presentations and online open house, with final funding scenario approval on the STIP allocations expected in March 2022.

Future meetings and how to participate were shared:

- Region 1 ACT December 6:
https://www.oregon.gov/odot/Get-Involved/ACT/120621_R1ACT_agenda.pdf
- ODOT Webinar December 7:
<https://content.govdelivery.com/accounts/ORDOT/bulletins/2fcddde>
- JPACT - Travis Brouwer will present - December 18
<https://oregonmetro.legistar.com/Calendar.aspx>
- Provide Comments to the Oregon Transportation Commission (OTC): <https://www.oregon.gov/odot/Get-Involved/Pages/OTCComments.aspx>

Comments from the committee:

- Eric Hesse asked how the Step 2 funding levels in RFFA was being accounted with CMAQ increased funding. Ted Leybold noted these revenues were over forecast in the previous cycle, but not being backfilled for current funding levels.

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

Adjournment

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

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 3, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/3/2021	12/3/2021 TPAC Agenda	120321T-01
2	TPAC Work Program	11/24/2021	TPAC Work Program as of 11/24/2021	120321T-02
3	Memo	11/24/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for November 2021	120321T-03
4	Flyer	N/A	RAISE Grants: Rebuilding America Infrastructure with Sustainability and Equity, Council Creek Regional Trail Project	120321T-04
5	Draft Minutes	11/05/2021	Draft TPAC minutes from November 5, 2021	120321T-05
6	Resolution	N/A	Resolution 21-5230 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO AMEND FOUR PROJECTS IMPACTING ODOT ALLOWING FEDERAL APPROVALS AND PHASE OBLIGATIONS TO BE APPROVED (DC22-05-DEC)	120321T-06
7	Exhibit A	N/A	Exhibit A to Resolution 21-5230	120321T-07
8	Staff Report	11/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: November 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5230 Approval Request	120321T-08
9	Ordinance	N/A	Ordinance 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	120321T-09
10	Exhibit A	N/A	Exhibit A to Ordinance 21-1467	120321T-10
11	Staff Report	11/23/2021	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: ORDINANCE NO. 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	120321T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
12	Attachment 1	10/1/2021	Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to February 2022	120321T-12
13	Attachment 2	9/22/2021	I-205 Toll Project Regional Transportation Plan Amendment	120321T-13
14	Attachment 3	11/23/2021	I-205 Toll Project RTP Amendment Public Comment Report	120321T-14
15	Memo	11/24/2021	TO: TPAC and Interested Parties From: Ken Lobeck, Grace Cho and Ted Leybold, Metro RE: I-205 Tolling amendment to the 2021-2024 MTIP	120321T-15
16	Worksheet	N/A	2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET	120321T-16
17	Resolution	N/A	Resolution 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-17
18	Exhibit A	N/A	Exhibit A to Resolution No. 21-5211	120321T-18
19	Staff Report	11/24/2021	TO: TPAC and interested parties From: John Mermin, Metro/ Jamie Stasny, Clackamas County RE: IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT FUNDED SINCE THE UPWP WAS ADOPTED	120321T-19
20	Resolution	N/A	Resolution 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE I-5 BOONE BRIDGE PLANNING PROJECT	120321T-20
21	Exhibit A	N/A	Exhibit A to Resolution 21-5215	120321T-21
22	Staff Report	11/24/2021	TO: TPAC and interested parties From: John Mermin, Metro/ Glen Bolen & Vanessa Vissar, ODOT RE: IN CONSIDERATION OF RESOLUTION NO. 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING I-5 BOONE BRIDGE PLANNING PROJECT	120321T-22

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
23	Resolution	N/A	Resolution 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-23
24	Exhibit A	N/A	Exhibit A to Resolution 21-5216	120321T-24
25	Staff Report	11/24/2021	TO: TPAC and Interested Parties From: John Mermin, Metro/ Glen Bolen & Mike Mason, ODOT RE: IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-25
26	Memo	12/2/2021	TO: TPAC and Interested Parties From: Lake McTighe, Regional Planner RE: November 2021 fatal crash update	120321T-26
27	Slide	11/29/2021	Nov 2021 fatal crash report Clackamas, Multnomah and Washington Counties	120321T-27
28	Presentation	12/03/2021	December 2021 Formal Amendment Summary Resolution 21-5230	120321T-28
29	Presentation	12/03/2021	I-205 Project: RTP Amendment Public Comment Report	120321T-29
30	Presentation	12/03/2021	I-205 Tolling MTIP Amendment Preview	120321T-30
31	Presentation	12/03/2021	I-205 Toll Project: Regional Transportation Plan (RTP) and Metropolitan Transportation Improvements Program (MTIP) Amendments	120321T-31
32	Presentation	12/03/2021	2021-22 Unified Planning Work Program Amendments	120321T-32
33	Memo	11/17/2021	TO: TPAC and interested parties From: Tyler Frisbee, Deputy Director of Government Affairs RE: Infrastructure Investment and Jobs Act in Oregon	120321T-33
34	Presentation	12/03/2021	Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law (BIL)	120321T-34
35	Presentation	12/03/2021	Infrastructure Investment and Jobs Act Implications for Oregon	120321T-35

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26	)	RESOLUTION NO. 22-52XX
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADVANCE	)	Introduced by: Chief Operating Officer
EIGHT METRO UNIFIED PLANNING WORK	)	Marissa Madrigal in concurrence with
PROGRAM (UPWP) PROJECTS INTO THE	)	Council President Lynn Peterson
CONSTRAINED MTIP TO ASSIST IN THE)	
DEVELOPMENT OF THE SFY 2023 UPWP, PLUS)	
ADD FOUR NEW PROJECTS TO THE MTIP (JA22-)	
07-JAN2)		

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, Metro established multiple UPWP program and project funding buckets based on UPWP history and past funding allocations which has enabled a multi-year commitment of needed federal Planning funds transit 5303 planning funds, and Surface Transportation Block Grant (STBG) funds to be developed and visible which are now programmed in the outer years of the MTIP to avoid conflicts with the annual obligation targets; and

WHEREAS, a preliminary review of probable Metro State Fiscal Year 2023 UPWP expenditures indicated the need to now advance several UPWP STBG funded revenue buckets from the non-constrained MTIP years to FFY 2022 to assist with the development and eventual obligation of the approved funding for the SFY 2023 UPWP; and

WHEREAS, the January 2022 Regular MTIP Formal Amendment is now advancing eight UPWP program and project revenue buckets from FFY 2025 to FFY 2022 to assist with the development of the SFY 2023 UPWP; and

WHEREAS, ODOT is adding the Willamette River - Stormwater Source Control Improvements project which will complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas; and

WHEREAS, ODOT is also adding the US26 - SE Powell Blvd at SE 36th Ave safety upgrade project to design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety and comply with the ODOT Inner Powell Road Safety Audit that identified needed safety improvement locations that would benefit by adding a traffic signal; and

WHEREAS, two Recreational Trail Program (RTP) discretionary grant awards from the Oregon Department of Parks and Recreation RTP funding program to the Columbia Slough Watershed Council and the city of Troutdale are being programmed as part of this amendment to ensure they can move forward and obligate their federal awards through FHWA's Financial Management Information System (FMIS); and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan to ensure the projects remain consistent with the goals and strategies identified in the Regional Transportation Plan; and

WHEREAS, Regional Transportation Plan consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the January, MTIP Formal Amendment bundle; and

WHEREAS, none of the four projects includes capacity enhancing scope elements, or has an estimated total project cost which exceeds \$100 million dollars negating the need to complete a special amendment performance evaluation against any of the four projects; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on January 7, 2022; and

WHEREAS, JPACT approved Resolution 22-52XX consisting of the January 2022 Regular Formal MTIP Amendment on January 20, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 10, 2022 through Resolution 22-52XX to formally amend the 2021-26 MTIP to with the four projects included in the December Formal MTIP Amendment Bundle.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-52XX



Proposed January 2022 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JA22-07-JAN2**
Total Number of Projects: 12

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #1 ODOT Key 22145 MTIP ID 71118	Metro	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)	ADVANCE PROJECT: The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)
Project #2 ODOT Key 20877 MTIP ID 70870	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations. Note: Remaining funding currently programmed reflect allocated funding not obligated from the SFY 22 UPWP program and carried over to support the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #3 ODOT Key 22151 MTIP ID 71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year). Funding will be combined into Key 21839 in support of the SFY 23 UPWP	ADVANCE/COMBINE The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #4 ODOT Key 21839 MTIP ID 71224	Metro	Portland Metro Planning SFY23	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).	COMBINE FUNDS: Combine STBG funds from Keys 20877 and 22151 for Key 21839 to act as the SFY 23 UPWP Master Agreement key.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #5 ODOT Key 22160 MTIP ID 71109	Metro	Safe Routes to Schools program (FFY 2022) (SFY23 UPWP)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #6 ODOT Key 22172 MTIP ID 71105	Metro	Statewide Travel Survey (SFY 23 UPWP)	Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 ODOT Key 22163 MTIP ID 71102	Metro TriMet	Transit Oriented Development (TOD) program (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the TOD program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet
Project #8 ODOT Key 22169 MTIP ID 71124	Metro	TSMO Administration (FFY 2022) (SFY 23 UPWP)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP
Project #9 ODOT Key 22552 MTIP ID TBD New Project	ODOT	Willamette River: Stormwater Source Control Improvements	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	<u>ADD NEW ROJECT:</u> (PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.
Project #10 ODOT Key 22551 MTIP ID TBD New Project	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	<u>ADD NEW PROJECT:</u> The amendment adds the new safety improvement project to the 2021-26 MTIP

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Project #11 ODOT Key 22545 MTIP ID TBD New Project	Columbia Slough Watershed Council	Columbia Slough Water Trail	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP
Project #12 ODOT Key 22543 MTIP ID TBD New Project	Troutdale	North Beavercreek Bridge Replacement	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
Advance from FFY 2025 to FFY 2022
to support SFY 23 UPWP

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22145
Project Name: Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	1	ODOT Type	Planning		MTIP ID:	71118
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11103
Short Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN22-07-JAN2
Detailed Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation from FFY 2022 supporting SFY 23 UPWP. Inclusion into Master Agreement expected)						
STIP Description: TBD. The project is programmed outside of the STIP 2021-24 constrained years						

Last Amendment of Modification: Formal - July 2021 - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025	\$ 74,263					\$ -
STBG-U	Z230	2022	\$ 74,263					\$ 74,263
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 74,263
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 8,500					\$ -
Local	Match	2022	\$ 8,500					\$ 8,500
								\$ -
								\$ -
								\$ -
							Local Total	\$ 8,500
Phase Totals Before Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Phase Totals After Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Year Of Expenditure (YOE):								\$ 82,763
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing?
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022. A preliminary review of the SFY 2023 UPWP program budget needs indicates the funds will be required as part of the overall SFY 2023 UPWP.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

LEAD AGENCY		Metro				
PROJECT NAME		Freight and Economic Development Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22145	Regional planning to support freight systems planning and economic development planning activities. (FY 2022 UPWP allocation year)				Freight
MTIP ID	71118					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$74,263	\$8,500	\$0	\$82,763
FY 21-26 Totals			\$74,263	\$8,500	\$0	\$82,763
Estimated Project Cost (YOE\$)			\$74,263	\$8,500	\$0	\$82,763



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE/COMBINE
Advance from FFY 2025 and combine
into Key 21839

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	20877
Project Name: Regional MPO Planning (2021)	2	ODOT Type	Planning		MTIP ID:	70872
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2023
Project Status: 0 = No activity.		Conformity Exempt:	Yes		RTP ID:	11103
Short Description: Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	2		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JA22-07-JAN2	
Detailed Description: This program provides support to Metro in meeting MPO mandates, established through federal regulations. Examples of these requirements include development and adoption of a long-range plan (RTP) and a short-range transportation improvement program (TIP), support for a decision-making structure that includes local governments and state and regional transportation providers, participation in the development of local plans and projects that implement regional policy, maintenance of travel demand models for planning by Metro, local governments and state and regional transportation service providers. In addition, these responsibilities include maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers, and compliance with federal certification requirements like environmental justice and air quality.						
STIP Description: TBD						

Last Amendment of Modification: Formal - AP21-09-APR - (April 2021) - SPLIT FUNDS: The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	2230	2025	\$ 154,280					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 17,658					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 171,938	\$ -	\$ -	\$ -	\$ -	\$ 171,938
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (171,938)	\$ -	\$ -	\$ -	\$ -	\$ (171,938)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022 and combines the STBG and match into Key 21839. Key 21839 with PL and 5303 will be come the SFY 2023 UPWP Master Agreement project grouping bucket. Funds will be programmed in FFY 2022. As a result, programming in Key 20877 decreases to \$0 and is canceled.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No

The STBG remaining STBG funds in Key 20877 not obligated are from last year's UPWP program and now will be committed to the SFY 23 UPWP program. The STBG and match will be advanced and combined into Key 21839 along with the PL and 53030 funds for the SFY 23 UPWP.

Current MTIP Programming for Key 20877 and 21839

LEAD AGENCY		Metro					
PROJECT NAME		Regional MPO Planning (2021)					
Project IDs		Project Description				Project Type	
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other	
MTIP ID	70872						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2025	STBG-URBAN	\$154,280	\$17,658	\$0	\$171,938
FY 21-26 Totals				\$154,280	\$17,658	\$0	\$171,938
Estimated Project Cost (YOE\$)				\$154,280	\$17,658	\$0	\$171,938

LEAD AGENCY		Metro					
PROJECT NAME		Portland Metro Planning SFY23					
Project IDs		Project Description				Project Type	
ODOT KEY	21839	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).				Other	
MTIP ID	71224						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2022	Metro PL (5303)	\$608,621	\$69,659	\$0	\$678,280
Planning		2022	Metro Planning (Z450)	\$2,108,492	\$241,326	\$0	\$2,349,818
FY 21-26 Totals				\$2,717,113	\$310,985	\$0	\$3,028,098
Estimated Project Cost (YOE\$)				\$2,717,113	\$310,985	\$0	\$3,028,098



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE/COMBINE
Advance from FFY 2025 and combine
into Key 21839

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22151
Project Name: Regional MPO Planning (FFY 2022)	3	ODOT Type	Planning		MTIP ID:	71131
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JA22-07-JAN2	
Detailed Description: Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)						
STIP Description: TBD						

Last Amendment of Modification: Formal - MA21-10-MAY -(May 2021) - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	2230	2025	\$ 1,400,673					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 160,313					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (1,560,986)	\$ -	\$ -	\$ -	\$ -	(1,560,986)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022 and combines the STBG and match into Key 21839. Key 21839 with PL and 5303 will be come the SFY 2023 UPWP Master Agreement project grouping bucket. Funds will be programmed in FFY 2022. As a result, programming in Key 22151 decreases to \$0 and is canceled.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No

The STBG allocated in Key 22151 is intended to support the SFY 23 UPWP program. The STBG and match will be advanced and combined into Key 21839 along with the PL and 5303 funds for the SFY 23 UPWP.

Current MTIP Programming for Key 22151 and 21839

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22151	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)				Regional Program
MTIP ID	71131					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,400,673	\$160,313	\$0	\$1,560,986
FY 21-26 Totals			\$1,400,673	\$160,313	\$0	\$1,560,986
Estimated Project Cost (YOE\$)			\$1,400,673	\$160,313	\$0	\$1,560,986

LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY23				
Project IDs		Project Description				Project Type
ODOT KEY	21839	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).				Other
MTIP ID	71224					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2022	Metro PL (5303)	\$608,621	\$69,659	\$0	\$678,280
Planning	2022	Metro Planning (Z450)	\$2,108,492	\$241,326	\$0	\$2,349,818
FY 21-26 Totals			\$2,717,113	\$310,985	\$0	\$3,028,098
Estimated Project Cost (YOE\$)			\$2,717,113	\$310,985	\$0	\$3,028,098



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COMBINE
Combine STBG from Keys 20877 and
22151

Lead Agency: Metro		Project Type:	Planning		ODOT Key: 21839
Project Name: Portland Metro Planning SFY23	4	ODOT Type	Planning		MTIP ID: 71224
		Performance Meas:	No		Status: 0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 11103
Short Description: Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).		On State Hwy Sys:	No		RFFA ID: N/A
		Mile Post Begin:	N/A		RFFA Cycle: N/A
		Mile Post End:	N/A		UPWP: Yes
		Length:	N/A		UPWP Cycle: SFY 23
		Flex Transfer to FTA	No		Transfer Code: N/A
		1st Year Program'd:	2022		Past Amend: 0
		Years Active:	1		OTC Approval: No
		STIP Amend #:	TBD		MTIP Amnd #: JA22-07-JAN2
Detailed Description: Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.					
STIP Description: TBD					

Last Amendment of Modification: None This the first amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
PL	Z450	2022	\$ 2,108,492					\$ 2,108,492
5303	277D	2022	\$ 608,621					\$ 608,621
STBG-U	Z230	2022	\$ 1,554,953					\$ 1,554,953
								\$ -
Note: STBG is pulled from Keys 20877 and 22151 in support of SFY23 UPWP							Federal Totals:	\$ 4,272,066
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State (PL)	Match	2022	\$ 241,326					\$ 241,326
								\$ -
								\$ -
							State Total:	\$ 241,326
Local Funds								
Local (5303)	Match	2022	\$ 69,659					\$ 69,659
Local (STBG)	Match	2022	\$ 177,971					\$ 177,971
								\$ -
								\$ -
								\$ -
							Local Total	\$ 247,630
Phase Totals Before Amend:			\$ 2,419,503	\$ -	\$ -	\$ -	\$ -	\$ 2,419,503
Phase Totals After Amend:			\$ 4,761,022	\$ -	\$ -	\$ -	\$ -	\$ 4,761,022
Year Of Expenditure (YOE):								\$ 4,761,022
Phase Amount Change:			\$ 2,341,519	\$ -	\$ -	\$ -	\$ -	\$ 2,341,519
Phase Change Percent:			96.8%	0.0%	0.0%	0.0%	0.0%	96.8%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing and combining into Key 21839 to be Master Agreement Key with PL and 5303 and STBG
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment combines STBG and match from Keys 20877 and 22151 in support of the Metro SFY UPWP Master Agreement list of eligible projects. Adjustments to Keys 20877 and 22151 are occurring also in this bundle.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

Funding to develop the SFY 23 UPWP Master Agreement list of approved projects will include federal PL funds, federal 5303 funds, State funds, and federal STBG funds. The STBG funds are already committed to the Metro's UPWP through the RFFA Step 1 allocation process. This amendment is now pulling the STBG funds needed for the SFY 23 UPWP from Keys 20877 and 22151.

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other
MTIP ID	70872					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$154,280	\$17,658	\$0	\$171,938
FY 21-26 Totals			\$154,280	\$17,658	\$0	\$171,938
Estimated Project Cost (YOE\$)			\$154,280	\$17,658	\$0	\$171,938

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22151	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year)				Regional Program
MTIP ID	71131					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,400,673	\$160,313	\$0	\$1,560,986
FY 21-26 Totals			\$1,400,673	\$160,313	\$0	\$1,560,986
Estimated Project Cost (YOE\$)			\$1,400,673	\$160,313	\$0	\$1,560,986



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
Advance from FFY 2025 to FFY 2022
as part of SFY23 UPWP

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22160
Project Name: Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	5	ODOT Type	Planning		MTIP ID:	71109
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JA22-07-JAN2
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2022 allocation year) (for SFY23 UPWP inclusion and implementation)						
STIP Description: TBD						

Last Amendment of Modification: Formal -

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 530,450	\$ -
STBG-U	Z230	2022					\$ 530,450	\$ 530,450
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 530,450
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 60,712	\$ -
Local	Match	2022					\$ 60,712	\$ 60,712
								\$ -
								\$ -
								\$ -
							Local Total	\$ 60,712
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Year Of Expenditure (YOE):							\$	\$ 591,162
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22160 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the SRTS project from FFY 2025 to FFY 2022. It will be part of the SFY 23 UPWP.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027
- > RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Safe Routes to Schools program (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22160	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2022 allocation year)				Regional Program
MTIP ID	71109					
RTP ID	12021					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$530,450	\$60,712	\$0	\$591,162
FY 21-26 Totals			\$530,450	\$60,712	\$0	\$591,162
Estimated Project Cost (YOE\$)			\$530,450	\$60,712	\$0	\$591,162



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
Advance from FFY 2025 to FFY 2022
as part of SFY23 UPWP

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22172
Project Name: Statewide Travel Survey (SFY 23 UPWP)	6	ODOT Type	Planning		MTIP ID:	71105
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11103
Short Description: Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JA22-07-JAN2
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities. (SFY 23 UPWP)						
STIP Description: TBD						

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 350,000	\$ -
STBG-U	Z230	2022					\$ 350,000	\$ 350,000
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 350,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 40,059	\$ -
Local	Match	2022					\$ 40,059	\$ 40,059
								\$ -
								\$ -
								\$ -
							Local Total	\$ 40,059
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Year Of Expenditure (YOE):								\$ 390,059
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22172 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment advances the State Travel Survey project from FFY 2025 to FFY 2022 to be part of the SFY 23 UPWP. Flex transfer to FTA appears will be required.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Statewide Travel Survey				
Project IDs		Project Description				Project Type
ODOT KEY	22172	Contribution to statewide travel survey to inform travel forecasting models.				Other
MTIP ID	71105					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$350,000	\$40,059	\$0	\$390,059
FY 21-26 Totals			\$350,000	\$40,059	\$0	\$390,059
Estimated Project Cost (YOE\$)			\$350,000	\$40,059	\$0	\$390,059



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
Advance from FFY 2025 to FFY 2022
as part of SFY23 UPWP

Lead Agency: Metro TriMet		Project Type:	Planning		ODOT Key:	22163
Project Name: Transit Oriented Development (TOD) program (FFY 2022)	7	ODOT Type	Planning		MTIP ID:	71102
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	10855
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JA22-07-JAN2	
Detailed Description: Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that: <ul style="list-style-type: none">Bring people to live and work within walking distance of high quality transit;Creates new market comparables for more compact development;Cultivates developers with expertise in compact and mixed-use building in suburban settings;Increases acceptance of urban style buildings through high quality design;Contributes to place making and local identity; andSupport housing affordability. By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2022 allocation year)						
STIP Description: TBD						

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit/ITS)	Total
Federal Funds								
STBG-U	Z230	2025					\$ 3,495,507	\$ -
STBG-U	Z230	2022					\$ 3,495,507	\$ 3,495,507
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 3,495,507
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 400,076	\$ -
Local	Match	2022					\$ 400,076	\$ 400,076
								\$ -
								\$ -
								\$ -
							Local Total	\$ 400,076
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Year Of Expenditure (YOE):								\$ 3,895,583
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22163 from FFY 2025 to FFY 2022.
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

The formal amendment advances the TOD program from FY 2025 to FFY 2022 with the lead agency changed to be TriMet as has occurred for past TOD programs. Flex transfer to FTA appears will be required.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective: Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

LEAD AGENCY		Metro				
PROJECT NAME		Transit Oriented Development (TOD) program (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22163	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)				Transit oriented development
MTIP ID	71102					
RTP ID	11103					
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount
Other		2025	STBG-URBAN	\$3,495,507	\$400,076	\$0
FY 21-26 Totals				\$3,495,507	\$400,076	\$0
Estimated Project Cost (YOE\$)				\$3,495,507	\$400,076	\$0



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADVANCE PROJECT
Advance from FFY 2025 to FFY 2022
as part of SFY 2023 UPWP

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22169
Project Name: TSMO Administration (FFY 2022) (SFY 23 UPWP)	8	ODOT Type	Planning		MTIP ID:	71124
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	2		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JA22-07-JAN2
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year) (SFY 23 UPWP)						
STIP Description: TBD						

Last Amendment of Modification: Formal - JN21-11-JUN - (June 2021) -REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2025					\$ 188,707	\$ -
STBG-U	Z230	2022	\$ 188,707					\$ 188,707
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ 188,707
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025					\$ 21,598	\$ -
Local	Match	2022	\$ 21,598					\$ 21,598
								\$ -
								\$ -
								\$ -
							Local Total	\$ 21,598
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Phase Totals After Amend:			\$ 210,305	\$ -	\$ -	\$ -	\$ -	\$ 210,305
Year Of Expenditure (YOE):								\$ 210,305
Phase Amount Change:			\$ 210,305	\$ -	\$ -	\$ -	\$ (210,305)	\$ -
Phase Change Percent:			100.0%	0.0%	0.0%	0.0%	100.0%	0.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Advancing Key 22169 into FFY 2022 to be included in the SFY 23 UPWP Master Agreement
- > Support Materials: Preliminary UPWP budget assessment and requirements for SFY 2023

Amendment Summary:

- The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022. In a later admin mod, Key 22169 will be combined into Key 21839 to be part of the UPWP Master Agreement portion. There is no reason to keep Key 22169 as a stand-alone project. It should be merged later into Key 21839.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP 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.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key 21839.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: 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.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds allocated to Metro and then awarded to various eligible programs and projects.
- > Local = General local funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: No,. The project is a planning project
- > Metro Model: No. The project is not subject to transportation demand modeling analysis or air conformity modeling.
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

2021-2026 Metropolitan Transportation Improvement Program (MTIP)

Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		TSMO Administration (FFY 2022)					
Project IDs		Project Description				Project Type	
ODOT KEY	22169	Administration of the regional TSMO program; providing program strategy and direction administration of grant allocations and staffing of the Transport committee. (FY 2022 allocation year)				Transportation System Management Operations	
MTIP ID	71124						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2025	STBG-URBAN	\$188,707	\$21,598	\$0	\$210,305
FY 21-26 Totals				\$188,707	\$21,598	\$0	\$210,305
Estimated Project Cost (YOE\$)				\$188,707	\$21,598	\$0	\$210,305



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new ODOT bridge control
measures project to the MTIP

Lead Agency: ODOT		Project Type:	Bridge	ODOT Key:	22552
Project Name: Willamette River: Stormwater Source Control Improvements	9	ODOT Type	Bridge	MTIP ID:	TBD
		Performance Meas:	No	Status:	2
		Capacity Enhancing:	No	Comp Date:	?
		Conformity Exempt:	Yes	RTP ID:	12092
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	I-405	On State Hwy Sys:	US30	RFFA ID:	N/A
Short Description: Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	at	Mile Post Begin:	6.91	RFFA Cycle:	N/A
	3.33	Mile Post End:	6.93	UPWP:	No
	30BY	Length:	0.02	UPWP Cycle:	No
	at	Flex Transfer to FTA	No	Transfer Code	N/A
	0.80	1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
	STIP Amend #: 21-24-1829		MTIP Amnd #: JN22-07-JAN2		
Detailed Description: In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between 6.91 to 6.93, and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)					
STIP Description: Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.					

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS (89.73%)	ACP0	2022		\$ 2,153,520				\$ 2,153,520
AC-STBGS (89.73%)	Z230	2023			\$ 1,794,600			\$ 1,794,600
								\$ -
								\$ -
Note; Construction phase presumed to be scheduled for FFY 2025 which is outside of current STIP constrained years and is based on a two-year phase to complete ROW activities.							Federal Totals:	\$ 3,948,120
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2022		\$ 246,480				\$ 246,480
State	Match	2023			\$ 205,400			\$ 205,400
								\$ -
							State Total:	\$ 451,880
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 2,400,000	\$ 2,000,000	\$ -	\$ -	\$ 4,400,000
Year Of Expenditure (YOE):							\$	4,400,000
Phase Amount Change:			\$ -	\$ 2,400,000	\$ 2,000,000	\$ -	\$ -	\$ 4,400,000
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Adding a new project (PE and ROW phase) which functions as a Bridge program PGB under RTP ID 12092.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet. Project location overhead pics.

Amendment Summary:

The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP. The construction phase is presumed to be scheduled for FFY 2025 based on a scheduling need for a standard two-year ROW phase to be in FFY 2023.

ODOT is a potentially responsible party (PRP) for the Portland Harbor Superfund site and has several drainage areas, located on multiple facilities, which currently discharge stormwater to portions of the Willamette River within the Portland Harbor. To reduce the potential for recontamination of the Portland Harbor, ODOT has been working with the Oregon Department of Environmental Quality (DEQ) over the past several years to seek a source control determination for ODOT stormwater. Over the past two years, ODOT has developed a feasibility study in partnership with DEQ to identify viable solutions to achieve this source control determination. The results of the advanced investigation/scoping confirmed the results of the feasibility study for the St. Johns Bridge locations and Fremont Bridge locations.

- > Will Performance Measurements Apply: Yes, Bridge and Safety

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP 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
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 6 - Healthy Environment
- > Goal Objective and description: Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Fund Codes:

- > AC-STBGS = Federal Advance Construction also referred to as "AC funds". AC funds are used by ODOT as a placeholder until the actual federal fund type code is known. AC-STBGS reflects that the expected fund type code will be federal Surface Transportation Block Grant funds appropriated to ODOT.
- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes
- > Metro Model: Yes -
- > Model category and type: Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: Yes

Key Number: **22552**

2021-2024 STIP

Project Name: **Willamette River: Stormwater source control**

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	2,400,000.00	89.73%	2,153,520.00	10.27%	246,480.00	0.00%	0.00
	PE Totals			100.00%	2,400,000.00		2,153,520.00		246,480.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	2,000,000.00	89.73%	1,794,600.00	10.27%	205,400.00	0.00%	0.00
	RW Totals			100.00%	2,000,000.00		1,794,600.00		205,400.00		0.00
Grand Totals					4,400,000.00		3,948,120.00		451,880.00		0.00



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new ODOT safety improvement
project to the MTIP

Lead Agency: ODOT		Project Type: Safety		ODOT Key: 22551
Project Name: US26: SE Powell Blvd & SE 36th Ave	10	ODOT Type Safety		MTIP ID: TBD
		Performance Meas: No		Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing: No		Comp Date: 12/31/2025
		Conformity Exempt: Yes		RTP ID: 12095
Short Description: Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.		On State Hwy Sys: US26		RFFA ID: N/A
		Mile Post Begin: 2.70		RFFA Cycle: N/A
		Mile Post End: 2.77		UPWP: No
		Length: 0.07		UPWP Cycle: No
		Flex Transfer to FTA No		Transfer Code N/A
		1st Year Program'd: 2022		Past Amend: 0
		Years Active: 0		OTC Approval: No
		STIP Amend #: 21-24-1824		MTIP Amnd #: JN22-07-JAN2
Detailed Description: in SE Portland on US26 (SE Powell Blvd) at approximately SE 36th Ave (MP 2.70 to MP 2.70), design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety (Exempt - Table 2, Safety, RTP ID 12095)				
STIP Description: Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.				
Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP				

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	S010	2022		\$ 175,000				\$ 175,000
State	S010	2022			\$ 90,000			\$ 90,000
State	S010	2023				\$ 485,000		\$ 485,000
							State Total:	\$ 750,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 175,000	\$ 90,000	\$ 485,000	\$ -	\$ 750,000
Year Of Expenditure (YOE):								\$ 750,000
Phase Amount Change:			\$ -	\$ 175,000	\$ 90,000	\$ 485,000	\$ -	\$ 750,000
Phase Change Percent:			0.0%	100.0%	0.0%	0.0%	0.0%	100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Adding a new safety improvement project under RTP ID 12095.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet. Project location maps.

Amendment Summary:

The formal amendment adds the new project to the 2021-26 MTIP. Funding originates from remaining unobligated funds from Key 21315.

The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP 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
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 5: Safety and Security
- > Goal Objective and description: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > State = General state funds provided by the lead agency as part of the required match to the federal funds.

Other

- > On NHS: Yes. MAP-21 NHS Principal Arterials
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Major Arterial
- > TCM project: No
- > Located on the CMP: Yes

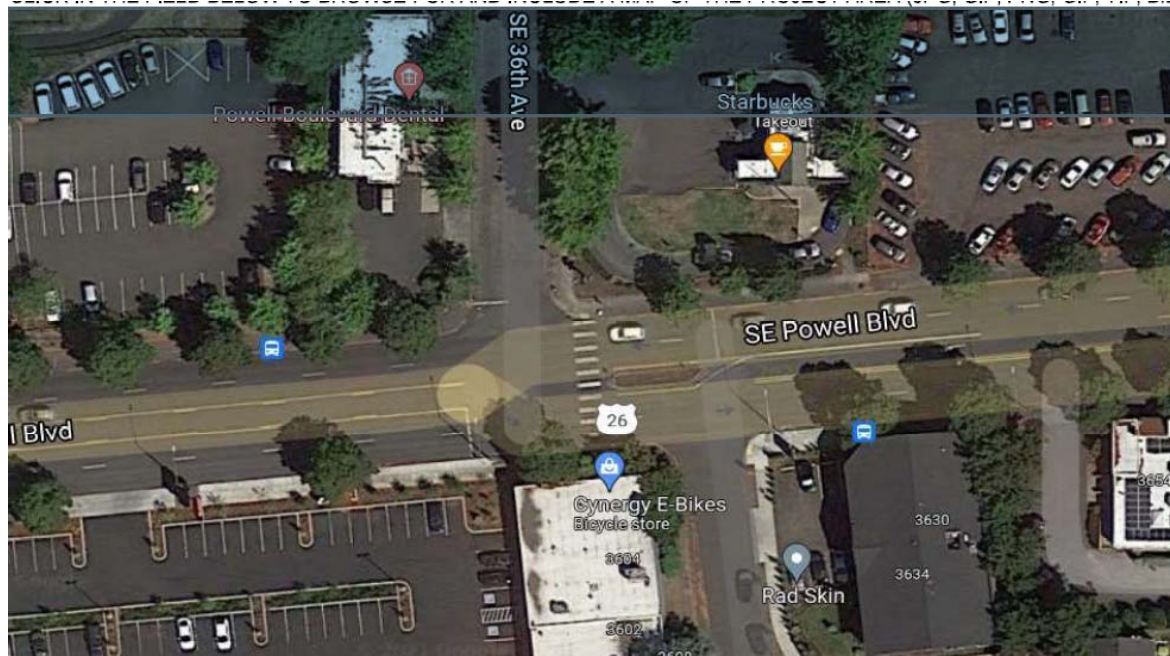
Key Number: 22551

2021-2024 STIP

Project Name: US26: SE Powell Blvd & SE 36th Ave

(DRAFT AMENDMENT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	175,000.00	0.00%	0.00	100.00%	175,000.00	0.00%	0.00
	PE Totals				100.00%	175,000.00		0.00		175,000.00		0.00
RW	S010	STATE		100.00%	90,000.00	0.00%	0.00	100.00%	90,000.00	0.00%	0.00
	RW Totals				100.00%	90,000.00		0.00		90,000.00		0.00
CN	S010	STATE		100.00%	485,000.00	0.00%	0.00	100.00%	485,000.00	0.00%	0.00
	CN Totals				100.00%	485,000.00		0.00		485,000.00		0.00
Grand Totals					750,000.00		0.00		750,000.00		0.00





Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new Oregon Recreation Trails
Project to the MTIP

Lead Agency: Columbia Slough Watershed Council		Project Type: Active		ODOT Key: 22545
Project Name: Columbia Slough Water Trail	11	ODOT Type Bike/Ped		MTIP ID: TBD
		Performance Meas: No		Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing: No		Comp Date: 3/1/2023
		Conformity Exempt: Yes		RTP ID: N/A
		On State Hwy Sys: No		RFFA ID: N/A
		Mile Post Begin: N/A		RFFA Cycle: N/A
		Mile Post End: N/A		UPWP: No
		Length: N/A		UPWP Cycle: No
		Flex Transfer to FTA No		Transfer Code N/A
		1st Year Program'd: 2022		Past Amend: 0
		Years Active: 0		OTC Approval: No
		STIP Amend #: 21-24-1814		MTIP Amnd #: JN22-07-JAN2
Detailed Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of waterbody obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.				
STIP Description: Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.				

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
Recreational Trails Program (RTP)(FAST)	Z940	2022					\$ 26,073	\$ 26,073
							\$ -	-
							\$ -	-
Note: RTP funds und Z940 are set at 80% federal and 20% minimum match							Federal Totals:	\$ 26,073
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$ -	-
							\$ -	-
							\$ -	-
							State Total:	\$ -
Local Funds								
Local (RTP @ 20%)	Match	2022					\$ 6,518	\$ 6,518
Other	OTH0	2022					\$ 6,358	\$ 6,358
							\$ -	-
Note: Other funds are local overmatch funds committed to the project							Local Total	\$ 12,876
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 38,949	\$ 38,949
Year Of Expenditure (YOE):							\$	38,949
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ 38,949	\$ 38,949
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Adding a new Oregon Parks Recreational Trails Program awarded project to the MTIP. FMIS obligation requirements are in play.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet, project location maps, plus grant application

Amendment Summary:

The formal amendment adds the new Oregon Parks Recreational Trail Program (RTP) project for the Columbia Slough Watershed Council to the 2021-26 MTIP. MTIP and STIP programming is required as FHWA FMIS obligation procedures are required. The project is an Oregon Parks and Recreation Department Recreational Program Trail grant funding award winner from the FY 2021 funding call. The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-motorized uses

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: N/A as the project does not reflect a commuter trail improvement, but is required to be programmed due to FMIS requirements.
- > RTP Description: N/A
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Air Quality - Bicycle and pedestrian facilities
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through Oregon Parks and Recreation Department. No OTC approval was required.
- > RTP Goals: N/A
- > Goal Objective and description: N/A.

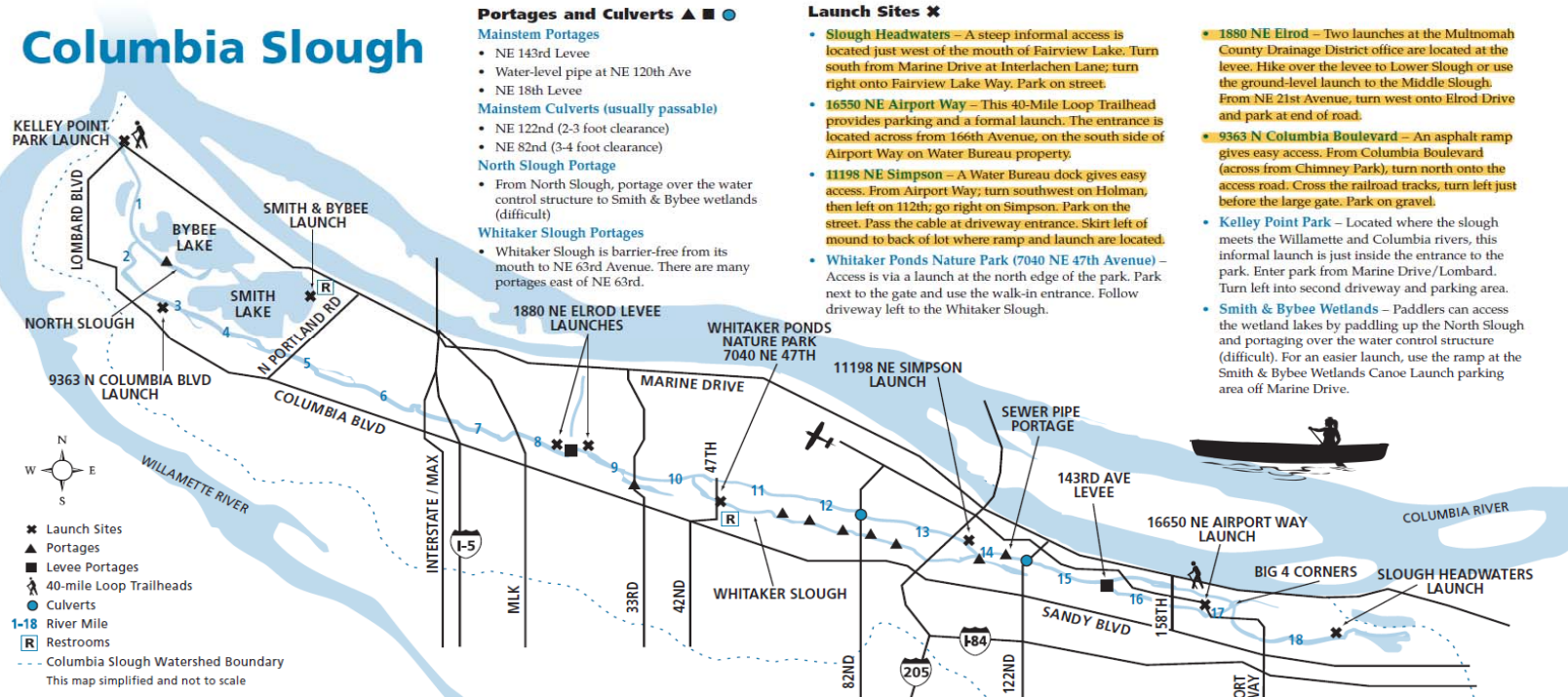
Fund Codes:

- > RTP FAST = Federal Recreational Trails Program funds awarded to agencies during the FAST Act.
- > Local = General Local funds provided by the lead agency as part of the required match to the federal funds.
- > Other = General Local funds committed to the project above the required minimum match to the federal funds.

Other

- > On NHS: No
- > Metro Model: No
- > Model category: N/A
- > TCM project: No
- > Located on the CMP: No

Columbia Slough



Oregon Parks and Recreation Department
November 17, 2021
Recreational Trails Program (RTP) Project Ranking
Non-Motorized Grant Requests
\$1,365,686 Available

Exhibit b) 2021 RTP Non-Motorized Grant Requests

Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073



Metro
20121-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new Oregon Recreation Trails
Project to the MTIP

Lead Agency: Troutdale		Project Type: Active		ODOT Key: 22543
Project Name: North Beavercreek Bridge Replacement	12	ODOT Type Bike/Ped		MTIP ID: TBD
		Performance Meas: No		Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing: No		Comp Date: 9/30/2025
		Conformity Exempt: Yes		RTP ID: N/A
		On State Hwy Sys: No		RFFA ID: N/A
		Mile Post Begin: N/A		RFFA Cycle: N/A
		Mile Post End: N/A		UPWP: No
		Length: N/A		UPWP Cycle: No
		Flex Transfer to FTA No		Transfer Code N/A
		1st Year Program'd: 2022		Past Amend: 0
		Years Active: 0		OTC Approval: No
			STIP Amend #: 21-24-1811		MTIP Amnd #: JN22-07-JAN2
Detailed Description: In the northeast Metro region in the city of Troutdale on Beaver Creek Canyon River (at about 1.15 miles on Beaver Creek, a tributary of Sandy River), replace the failed timber pedestrian bridge with a free-span bridge to provide the public a safe crossing over Beaver Creek and provide trail connections in Troutdale (Oregon FY 2021 RTP grant award)				
STIP Description: Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.				

Last Amendment of Modification: None. This is the initial programming for the project in the MTIP and STIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
Recreational Trails Program (RTP)(FAST)	Z940	2022					\$ 150,000	\$ 150,000
								\$ -
								\$ -
Note: RTP funds und Z940 are set at 80% federal and 20% minimum match							Federal Totals:	\$ 150,000
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local (RTP @ 20%)	Match	2022					\$ 37,500	\$ 37,500
Other	OTH0	2022					\$ 509,860	\$ 509,860
								\$ -
Note: Other funds are local overmatch funds committed to the project							Local Total	\$ 547,360
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 697,360	\$ 697,360
Year Of Expenditure (YOE):							\$	697,360
Phase Amount Change:			\$ -	\$ -	\$ -	\$ -	\$ 697,360	\$ 697,360
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > What are we doing? Adding a new Oregon Parks Recreational Trails Program awarded project to the MTIP. FMIS obligation requirements are in play.
- > Support Materials: STIP Summary Report. STIP Impacts Worksheet, project location maps, plus grant application

Amendment Summary:

The formal amendment adds the new Oregon Parks Recreational Trail Program (RTP) project for the city of Troutdale. The project will replace a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: N/A as the project does not reflect a commuter trail improvement, but is required to be programmed due to FMIS requirements.
- > RTP Description: N/A
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Air Quality - Bicycle and pedestrian facilities
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through Oregon Parks and Recreation Department. No OTC approval was required.
- > RTP Goals: N/A
- > Goal Objective and description: N/A.

Fund Codes:

- > RTP FAST = Federal Recreational Trails Program funds awarded to agencies during the FAST Act.
- > Local = General Local funds provided by the lead agency as part of the required match to the federal funds.
- > Other = General Local funds committed to the project above the required match

Oregon Parks and Recreation Department

November 17, 2021

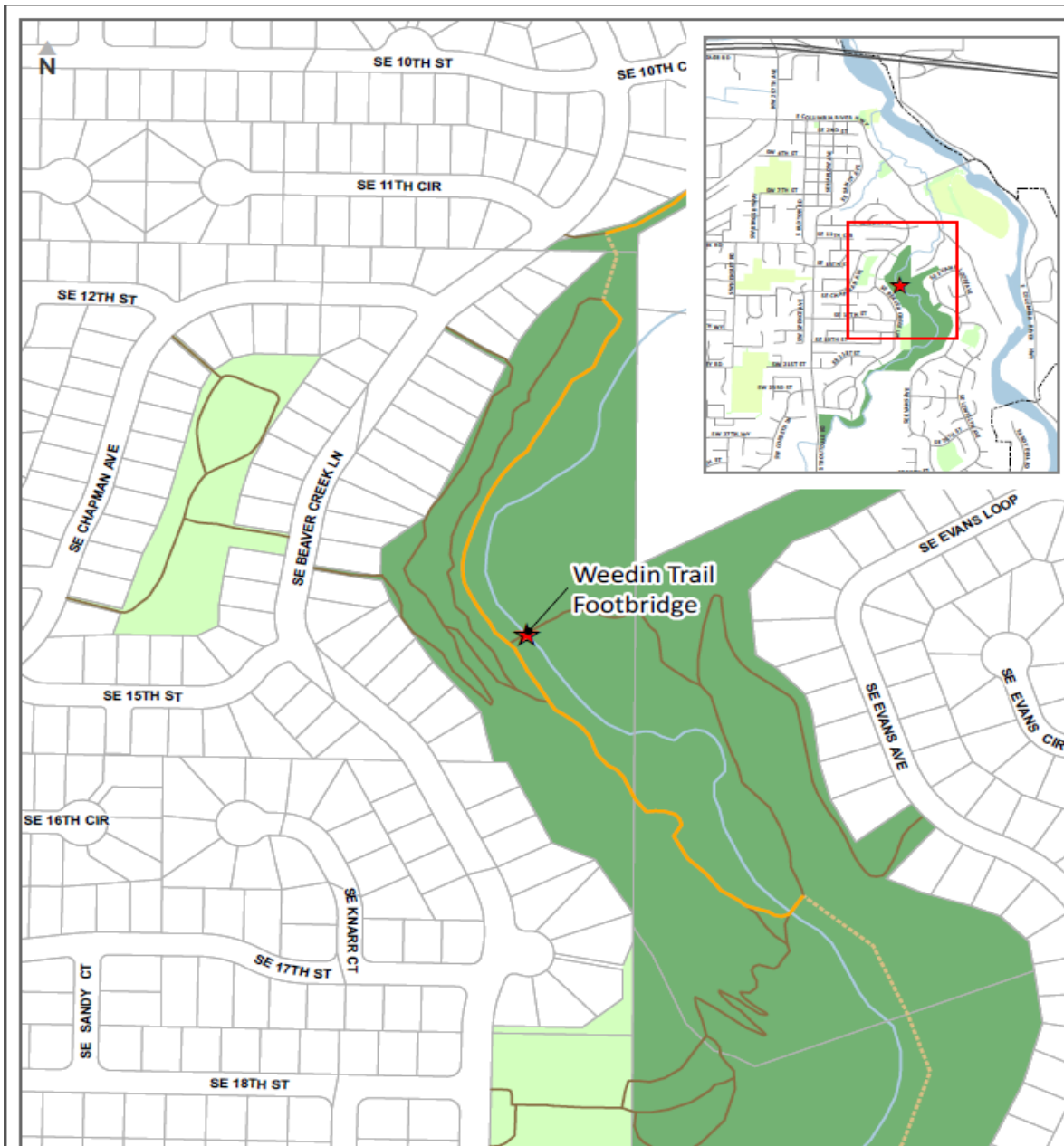
Recreational Trails Program (RTP) Project Ranking**Non-Motorized Grant Requests**

\$1,365,686 Available

Other

- > On NHS: No
- > Metro Model: No
- > Model category: N/A
- > TCM project: No
- > Located on the CMP: No

North Beavercreek Bridge Replacement	City of Troutdale	Multnomah	Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.	\$ 697,360	\$ 150,000
--	-------------------	-----------	---	------------	------------



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 29, 2021
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2022 MTIP Formal Amendment & Resolution 21-52XX Approval Request (Regular Bundle)

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADVANCE EIGHT METRO UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS INTO THE CONSTRAINED MTIP TO ASSIST IN THE DEVELOPMENT OF THE SFY 2023 UPWP, PLUS ADD FOUR NEW PROJECTS TO THE MTIP (JA22-07-JAN2)

BACKGROUND

What This Is:

The January 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle which is contained in Resolution 22-52XX and being processed under MTIP Amendment JA22-07-JAN2. The bundle contains a total of twelve project amendments.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-52XX consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

Proposed January 2022 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JA22-07-JAN2					
Total Number of Projects: 12					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
List of SFY 23 UPWP Related Project Amendments					
Project #1 Key 22145	71118	Metro	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)	Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG FFY 2022 allocation supporting SFY 2023 UPWP)	ADVANCE PROJECT: The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20807	70870	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations. Note: Remaining funding currently programmed reflect allocated funding not obligated from the SFY 22 UPWP program and carried over to support the SFY 23 UPWP	<u>ADVANCE/COMBINE</u> The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #3 Key 22151	71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2022 UPWP allocation year). Funding will be combined into Key 21839 in support of the SFY 23 UPWP	<u>ADVANCE/COMBINE</u> The project STBG and match are being advanced and combined in the Key 21839 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result, Key 20877 is now "zeroed" programmed
Project #4 Key 21839	71224	Metro	Portland Metro Planning SFY23	Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).	<u>COMBINE FUNDS:</u> Combine STBG funds from Keys 20877 and 22151 for Key 21839 to act as the SFY 23 UPWP Master Agreement key.
Project #5 Key 22160	71109	Metro	Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #6 Key 22172	71105	Metro	Statewide Travel Survey (SFY 23 UPWP)	Contribution to statewide travel survey to inform travel forecasting models. (FFY 2022 allocation to the SFY23 UPWP)	<u>ADVANCE PROJECT:</u> Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP
Project #7 Key 22163	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the TOD program funds from FFY 2025 to FFY 2022 and change lead agency to be TriMet
Project #8 Key 22169	71124	Metro	TSMO Administration (FFY 2022) (SFY 23 UPWP)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)	<u>ADVANCE PROJECT:</u> Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP

End SFY 23 UPWP Project Amendment List

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #9 Key 22552 New Project	TBD	ODOT	Willamette River: Stormwater Source Control improvements	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.	<u>ADD NEW PROJECT:</u> (PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.
Project #10 Key 22551 New Project	TBD	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	<u>ADD NEW PROJECT:</u> The amendment adds the new safety improvement project to the 2021-26 MTIP
Project #11 Key 22545 New Project	TBD	Columbia Slough Watershed Council	Columbia Slough Water Trail	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP
Project #12 Key 22543 New Project	TBD	Troutdale	North Beavercreek Bridge Replacement	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Oregon Parks Regional Trails Program grant awarded project to the 2021-26 MTIP

AMENDMENT BUNDLE SUMMARY:

The January 2022 Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 12 projects.

Below is a summary list of key acronyms used in the report:

- AC-STBG = "AC" = Federal Advance Construction programmatic fund type code used as placeholder. The "STBGS" tag represents the expected federal fund type code of State allocated Surface Transportation Block Grant funds that will become the final federal fund for the project.
- ADVCON = Generic Advance Construction fund type code where the future federal fund code is not yet known.
- ADA = Americans with Disabilities Act
- CMAQ = Federal Congestion Mitigation Air Quality funds
- Cons = Construction phase
- DEQ = Oregon Department of Environmental Quality (DEQ)
- FFY = Federal Fiscal Year (e.g. October 1 through September 30)
- FHWA = Federal Highways Administration
- FMIS = FHWA's Financial Management Information System
- ITS = Intelligent Transportation System

- LAL = ODOT Local Agency Liaison staff member
- LPA = Locally Preferred Alternative
- MP = Mile Post limit markers on the State Highway system
- ODOT = Oregon Department of Transportation
- OTC = Oregon Transportation Commission
- PE = Preliminary Engineering
- RTP (Oregon Parks) = Recreational Trails Program
- RFFA (Step 1) = Step1 allocation/award to Metro eligible projects from the Regional Flexible Funding Allocation program
- ROW/RW = Right of Way phase
- RRFB = Rectangular Rapid Flashing Beacon (RRFP)
- State = General state funds used as the match requirement for federal funds committed to a project. Also may be committed as stand-alone funding (state only funds) for a project.
- STBG-U = Federal Surface Transportation Block Grant allocated to Metro and committed to eligible projects in the defined urban area.
- TA-U = Federal Transportation Alternatives funds
- UPWP = Metro Unified Planning Work Program

January 2022 MTIP FORMAL AMENDMENT REGULAR BUNDLE PREVIEW

The January 2022 formal amendment bundle contains several Metro planning project grouping buckets (PGB) currently programmed in FFY 2025 forward to the current federal fiscal year of 2022. The projects and/or funding is being committed to the development of the SFY 23 UPWP. The programming advancements represent a preliminary budget action to establish the possible availability of the type and amounts of federal funds for the UPWP. The final developed SFY 2023 UPWP will determine the actual approved projects and funding levels.

The remaining four projects in the bundle are new project submissions. Two projects originate from the Oregon Parks and Recreation Department's Recreational Trails Program (RTP) discretionary funding program. The projects are active transportation projects which normally would not be programmed in the MTIP and STIP. However, the awarded funds are federal and FHWA requires both projects to complete their federal funds obligation process through FHWA Financial Management Information System (FMIS) process. So, MTIP and STIP programming now becomes mandatory.

A detailed overview of each project amendment in the bundle begins on the next page.

Project 1	Freight and Economic Development Planning (FFY 2022) (SFY 23 UPWP)
Lead Agency:	Metro
ODOT Key Number:	22145 MTIP ID Number: 71250
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22145 commits funding for regional planning for goods movements, freight transportation, and economic development related studies and planning efforts. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name and description are tweaked to reflect the project will be art of the SFY 2023 UPWP. The project and funding then can be incorporated into the Metro Annual UPWP. A later administrative modification will occur to combine the project and funding if eligible into the Metro Master Agreement list of UPWP projects. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22145 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.

	<ul style="list-style-type: none"> • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22145 is one of several UPWP related projects being advanced to FFY 2022 to become part of the Metro SFY 2023 UPWP.</p> <p>Metro is currently under annual obligation targets for our formula allocated federal funds which includes: Congestion Mitigation Air Quality (CMAQ) Improvement Funds, Surface Transportation Block Grant (STBG) funds, and Transportation Alternatives (TA) funds. Primarily, the annual UPWP is funded with combination of federal, local and some state funds. There primary federal funds supporting the UPWP include Planning funds, FTA allocated 5303 transit planning funds, and STBG funds allocated to Metro. Sometimes federal discretionary grant awards are included.</p> <p>Over the four-year constrained life of the MTIP, Metro provides estimates and programs our anticipated UPWP annual needs to reflect a starting annual budget for the UPWP. However, the STBG funds committed to the annual UPWP are also subject to annual obligation targets. To avoid conflicts, possible missed obligations, and unnecessary carry-over of the STBG funds, Metro reprograms future year UPWP STBG commitments to the non-constrained MTIP's "5th year". At the beginning of each federal fiscal year (November timeframe), Metro provides a preliminary UPWP budget review and requirements need. Based on this the applicable STBG funded program and revenue buckets are then advanced forward into the current federal year to become part of the final State Fiscal Year approved UPWP.</p> <p>While this approach triggers additional amendments to shift the funds around, it creates additional flexibility in managing the annual UPWP funds. This approach also helps keeping Metro's actual obligation target rate above the 80% minimum level.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal</p>

	<p>Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project form a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22145 retains its full programming in FFY 2022 with \$74,263 and \$8,500 of matching funds for a total of \$82,763
Added Notes:	

Project 2		Regional MPO Planning (2021)	
Lead Agency:	Metro		
ODOT Key Number:	20877	MTIP ID Number:	70872
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 and combines them into Key 21839 to be part of Metro SFY 23 UPWP.		
	<ul style="list-style-type: none"><u>Metro UPWP Project:</u> Yes		
	<ul style="list-style-type: none"><u>Proposed improvements:</u> Key 20877 represents unobligated STBG and matching funds from last year’s UPWP SFY 2022 cycle. The funds are now being committed to support various planning activities for the SFY 23 UPWP.		
	<ul style="list-style-type: none"><u>Source:</u> Existing project.		

	<ul style="list-style-type: none"> • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022 and are combined into Key 21839. As a result, the programming in Key 20877 decreases to zero. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 20877 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 20877 contains Metro allocated STBG funds. Part of the annual allocation is committed through the RFFA Step 1 allocation to develop the annual UPWP Master Agreement of projects. Along with PL and 5303 funds, the STBG will support several UPWP related projects that will be part of the Metro SFY 2023 UPWP.</p>

	Key 21839 is the Master Agreement project grouping bucket key with the PL and 5303 where the STBG is being committed.
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 20877 commits its entire funding of \$171,939 of STBG and match to Key 21839 to support development of the SFY 23 UPWP. Programming in Key 20877 decreases to zero as a result of this action.
Added Notes:	

Project 3	Regional MPO Planning (FFY 2022)		
Lead Agency:	Metro		
ODOT Key Number:	22151	MTIP ID Number:	71131
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 and combines them into Key 21839 to be part of Metro SFY 23 UPWP. • <u>Metro UPWP Project:</u> Yes 		

- Proposed improvements:
Key 22151 represents the planned STBG allocation for the development of the SFY 2023 UPWP.
- Source: Existing project.
- Amendment Action: The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022 and are combined into Key 21839. As a result, the programming in Key 22151 decreases to zero.
- Additional Amendment Evaluation Required: No.
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- Funding:
The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds
- FTA Conversion Code: Not applicable. No transit funds are involved.
- Location, Limits and Mile Posts:
 - Location: Regional, but also focused on freight movement routes
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A
- Current Status Code: 0 = No activity.
- Air Conformity/Capacity Status:
Key 22151 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.
- Regional Significance Status: The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: TBD
 - MTIP Amendment Number: JA22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February, 10 2022.

What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22151 contains Metro allocated STBG funds. Part of the annual allocation is committed through the RFFA Step 1 allocation to develop the annual UPWP Master Agreement of projects. Along with PL and 5303 funds, the STBG will support several UPWP related projects that will be part of the Metro SFY 2023 UPWP.</p> <p>Key 21839 is the Master Agreement project grouping bucket key with the PL and 5303 where the STBG is being committed.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22151 commits its entire funding of \$1,560,986 of STBG and match to Key 21839 to support development of the SFY 23 UPWP. Programming in Key 22151 decreases to zero as a result of this action.
Added Notes:	

Project 4		Portland Metro Planning SFY23	
Lead Agency:	Metro		
ODOT Key Number:	21839	MTIP ID Number:	71224
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none">• <u>Quick Amendment Summary:</u> The amendment combines STBG and match from Keys 20877 and 22151 in support of the SFY 23 UPWP development• <u>Metro UPWP Project:</u> Yes• <u>Proposed improvements:</u> Key 21839 contains the approved PL (federal planning) funds and transit planning “5303” funding used to develop the Metro annual UPWP Master Agreement list of approved projects. Metro also commits STBG to the annual UPWP. To ensure sufficient total funding is available, STBG already committed to the UPWP is being advanced from Keys 20877 and 22151, and then combined into Key 21839. With the funding, Metro can then budget for and develop eligible projects to be part of the SFY 2023 UPWP.• <u>Source:</u> Existing project.• <u>Amendment Action:</u> The amendment advances and combines the STBG funds into this project.• <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.• <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds• <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved.• <u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none">○ Location: Regional, but also focused on freight movement routes○ Cross Street Limits: N/A○ Overall Mile Post Limits: N/A• <u>Current Status Code:</u> 0 = No activity.• <u>Air Conformity/Capacity Status:</u> Key 21839 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.		

	<ul style="list-style-type: none"> • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: COMBINE FUNDS</u></p> <p>Key 21839 combines committed STBG funds in Keys 20877 and 22151 for the development of the SFY 23 UPWP.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	<p>Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete</p>

Total Programmed Amount:	Key 21839 total programming increases with the STBG funds from Keys 20877 and 22151 from \$2,419,503 to \$4,761,022
Added Notes:	

Project 5	Safe Routes to Schools Program (FFY 2022) (SFY23 UPWP)		
Lead Agency:	Metro		
ODOT Key Number:	22160	MTIP ID Number:	71109
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP <u>Metro UPWP Project:</u> Yes <u>Proposed improvements:</u> Key 22160 commits funding for Safe Routes to Schools planning activities as part of the Metro SFY 2023 UPWP. <u>Source:</u> Existing project. <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be art of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it will be flex-transferred to FTA for obligation and implementation. <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds. <u>FTA Conversion Code:</u> FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> Location: Regional (considered a planning project) Cross Street Limits: N/A Overall Mile Post Limits: N/A <u>Current Status Code:</u> 0 = No activity. 		

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22160 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22160 supports Safe Routes to School (SRTS) activities Metro completes as part of the annual UPWP. As with other STBG funded projects supporting the UPWP, this project was pushed –out to FFY 2025 until confirmation was received that the project would move forward as part of the SFY 2023 UPWP. As a result, the project STBG funds are now being advanced to FFY 2022.</p> <p>Metro’s Safe Routes to School program provides resources to support kids and teenagers to use walking, rolling and transit to access school and their community.</p> <p>Safe Routes to School is a national effort to encourage students and families to walk and roll to school – whether that’s on a bike, bus, scooter or mobility device. SRTS programs work to improve street safety around schools, and provide education and encouragement activities to kids and parents.</p> <p>Greater Portland has 17 school districts with a total of 330 public schools. Each school district ranges in size from two schools with 600 students at Riverdale to 82 schools with 44,000 students at Portland Public. Metro created the Regional Safe Routes to School program as part of our Regional Travel Options program, which strives to create healthy and vibrant neighborhoods by improving the quality of air we breathe, reducing car traffic, creating more opportunities for people of all ages and abilities to utilize transportation options, and make the most of our transportation investments by promoting their use.</p> <p>Safe Routes to School programs are a proven way to change travel behaviors and shift modes toward active transportation options. Safe Routes to School programs can increase physical activity, reduce congestion, boost academic performance, improve health, save families money, and provide environmental benefits in an equitable way.</p>

Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22160 retains its full programming in FFY 2022 with \$530,450 of STBG and \$60,712 of matching funds for a total of \$591,162
Added Notes:	

Project 6 Statewide Travel Survey (SFY 23 UPWP)	
Lead Agency:	Metro
ODOT Key Number:	22172 MTIP ID Number: 71105
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP • <u>Metro UPWP Project:</u> Yes

	<ul style="list-style-type: none"> • <u>Proposed improvements:</u> Key 22172 commits funding for Metro's UPWP Statewide Travel Survey project to occur as part of the SFY 23 UPWP. The funding reflects Metro's contribution to statewide travel survey to inform travel forecasting model • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be part of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it is expected to require flex-transferring to FTA for obligation and implementation. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds. • <u>FTA Conversion Code:</u> FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional (considered a planning project) ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22172 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No.
--	---

	<ul style="list-style-type: none"> o Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22172 supports Metro's contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities.</p> <p>A preliminary SFY 23 UPWP program and budget review determined the project will move forward as part of the SFY 23 UPWP.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> o Description o Objectives o Previous work o Methodology o Products expected o Responsible entities o Costs o Funding sources and schedules • Transportation planning • Programs and projects, • Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22172 retains its full programming in FFY 2022 with \$350,000 of STBG and \$40,059 of matching funds for a total of \$390,059
Added Notes:	

Project 7 Transit Oriented Development (TOD) program (FFY 2022)	
Lead Agency:	Metro TriMet
ODOT Key Number:	22163 MTIP ID Number: 71102
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 and changes the lead agency to be TriMet. TriMet is a TOD partner and will implement part of the program with Metro. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22163 commits funding for Metro's Transit Oriented Development (TOD) program. Metro's TOD Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be part of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it is expected to require flex-transferring to FTA for obligation and implementation. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds. • <u>FTA Conversion Code:</u> FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional (considered a planning project) ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22163 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling

	<p>analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.</p> <ul style="list-style-type: none"> • Regional Significance Status: The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022. 																																																										
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE FUNDS</u></p> <p>Key 22163 is Metro's Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. The program funding is being advanced from FFY 2025 to FFY 2022 as art of the overall SFY 23 UPWP development.</p> <p>The core program activity is providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, and provides technical assistance to communities and developers.</p>																																																										
Additional Details:	<p>Since 1998, \$35,530,541 in TOD Program Investments have yielded \$1.19 billion in housing, office space, and retail served by high quality transit.</p> <p>1998-2020 Completed transit-oriented development projects and eligible areas</p> <p>Completed TOD projects</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Location</th> </tr> </thead> <tbody> <tr><td>1998</td><td>Presidio</td></tr> <tr><td>1999</td><td>Embarcadero</td></tr> <tr><td>2000</td><td>Marina</td></tr> <tr><td>2001</td><td>Marina</td></tr> <tr><td>2002</td><td>Marina</td></tr> <tr><td>2003</td><td>Marina</td></tr> <tr><td>2004</td><td>Marina</td></tr> <tr><td>2005</td><td>Marina</td></tr> <tr><td>2006</td><td>Marina</td></tr> <tr><td>2007</td><td>Marina</td></tr> <tr><td>2008</td><td>Marina</td></tr> <tr><td>2009</td><td>Marina</td></tr> <tr><td>2010</td><td>Marina</td></tr> <tr><td>2011</td><td>Marina</td></tr> <tr><td>2012</td><td>Marina</td></tr> <tr><td>2013</td><td>Marina</td></tr> <tr><td>2014</td><td>Marina</td></tr> <tr><td>2015</td><td>Marina</td></tr> <tr><td>2016</td><td>Marina</td></tr> <tr><td>2017</td><td>Marina</td></tr> <tr><td>2018</td><td>Marina</td></tr> <tr><td>2019</td><td>Marina</td></tr> <tr><td>2020</td><td>Marina</td></tr> </tbody> </table> <p>Program accomplishments July 2019 - December 2020 Total</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>Investment</td><td>\$35,530,541</td></tr> <tr><td>Units of housing</td><td>1,911,432</td></tr> <tr><td>Commercial space</td><td>64,386,149 sq ft</td></tr> <tr><td>Acres protected</td><td>192,187</td></tr> </tbody> </table> <p>Legend</p> <ul style="list-style-type: none"> MAK light rail line Urban growth boundary area TOD program investments Newly opened TOD projects Previously completed TOD projects TOD projects TOD land holdings Areas eligible for TOD funding Prescribed bus lines Local urban centers Station areas Station areas 	Year	Location	1998	Presidio	1999	Embarcadero	2000	Marina	2001	Marina	2002	Marina	2003	Marina	2004	Marina	2005	Marina	2006	Marina	2007	Marina	2008	Marina	2009	Marina	2010	Marina	2011	Marina	2012	Marina	2013	Marina	2014	Marina	2015	Marina	2016	Marina	2017	Marina	2018	Marina	2019	Marina	2020	Marina	Category	Value	Investment	\$35,530,541	Units of housing	1,911,432	Commercial space	64,386,149 sq ft	Acres protected	192,187
Year	Location																																																										
1998	Presidio																																																										
1999	Embarcadero																																																										
2000	Marina																																																										
2001	Marina																																																										
2002	Marina																																																										
2003	Marina																																																										
2004	Marina																																																										
2005	Marina																																																										
2006	Marina																																																										
2007	Marina																																																										
2008	Marina																																																										
2009	Marina																																																										
2010	Marina																																																										
2011	Marina																																																										
2012	Marina																																																										
2013	Marina																																																										
2014	Marina																																																										
2015	Marina																																																										
2016	Marina																																																										
2017	Marina																																																										
2018	Marina																																																										
2019	Marina																																																										
2020	Marina																																																										
Category	Value																																																										
Investment	\$35,530,541																																																										
Units of housing	1,911,432																																																										
Commercial space	64,386,149 sq ft																																																										
Acres protected	192,187																																																										
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete																																																										
Total Programmed Amount:	Key 22163 retains its full programming in FFY 2022 with \$3,495,507 of STBG and \$400,076 of matching funds for a total of \$3,895,583																																																										
Added Notes:																																																											

Project 8 TSMO Administration (FFY 2022) (SFY 23 UPWP)	
Lead Agency:	Metro
ODOT Key Number:	22169 MTIP ID Number: 71124
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The amendment advances the project from FFY 2025 to FFY 2022 to be part of the Metro SFY 23 UPWP and will cover required TSMO administrative costs. • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 22169 commits funding for the administrative needs to manage and implement Metro's Regional TSMO program • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: Regional, but also focused on freight movement routes ○ Cross Street Limits: N/A ○ Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity. • <u>Air Conformity/Capacity Status:</u> Key 22145 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies. • <u>Regional Significance Status:</u> The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements Metro defined Throughways and Arterials in the modeling network

	<ul style="list-style-type: none"> • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADVANCE PROJECT</u></p> <p>Key 22169 is one of several UPWP related projects being advanced to FFY 2022 to become part of the Metro SFY 2023 UPWP. The project's funding will support TSMO administrative and program management needs during SFY 2023.</p> <p>Communities across the greater Portland area are striving to provide everyone with safe, reliable, healthy and affordable ways to get where they need to go. One way to advance these goals is through major investments such as new transit lines and roads. Another way is to better manage and operate the existing roads and transit system through Transportation System Management and Operations strategies. These cost-effective strategies include things like smarter signal timing, coordinated traffic incident response and traveler information.</p> <p>For the last 10 years, the 2010-2020 Regional TSMO plan has guided cities, counties, TriMet and the Oregon Department of Transportation in making coordinated TSMO investments. Since the last plan, much has changed in technology, in the way people get around and in the greater Portland region. Metro and ODOT are working with regional partners to update a TSMO strategy that looks forward to the next 10 years.</p>
Additional Details:	<p>About Metro's UPWP</p> <p>As MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance which include: <ul style="list-style-type: none"> ○ Description ○ Objectives ○ Previous work ○ Methodology ○ Products expected ○ Responsible entities ○ Costs ○ Funding sources and schedules • Transportation planning • Programs and projects,

	<ul style="list-style-type: none"> Research and modeling: participating entities, Tasks and products for the coming year along with costs, funding sources and schedules. <p>Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory Committee on Transportation which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.</p>
Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete
Total Programmed Amount:	Key 22169 retains its full programming in FFY 2022 with \$188,707 and \$21,598 of matching funds for a total of \$210,305.
Added Notes:	

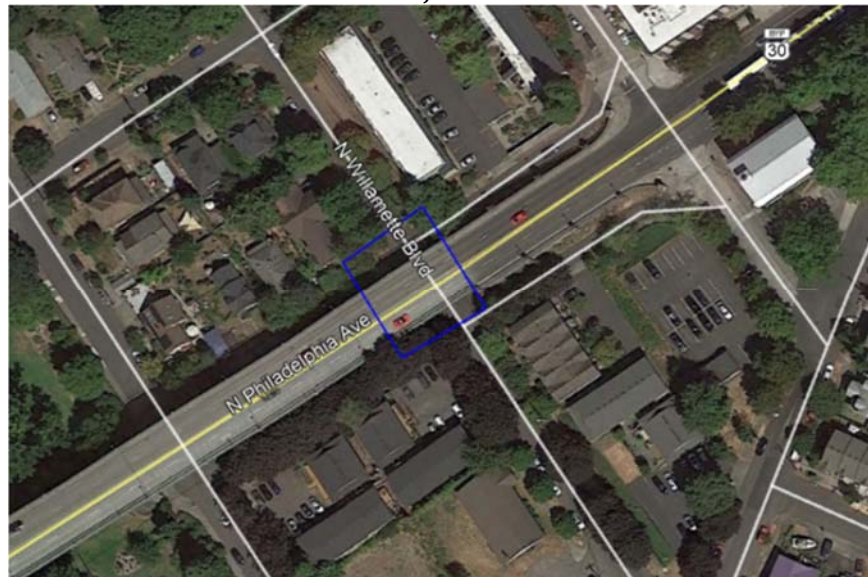
Project 9	Willamette River: Stormwater Source Control Improvements (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22552	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <u>Quick Amendment Summary:</u> The amendment adds ODOT's Willamette River: Stormwater Source Control Improvements project to the 2021-26 MTIP. <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> Key 22552 programs the PE and ROW phase for the project. Programming will allow the completion of the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. <u>Source:</u> New project. <u>Amendment Action:</u> Adds the new project (PE and ROW phases). The construction phase is assumed to be schedule for FFY 2025 (allowing for a two-year ROW phase). If correct, FFY 2025 for construction is currently outside of the STIP's 4-year constrained timeframe. The assumptions is that it will be added to FFY 2024 or 2025 in the next STIP cycle. <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. 		

- Funding:
The funding for the project is sourced from the new transportation bill allowing funding to be advanced. Federal Advance Construction is being used to program the phase costs until the specific federal fund type code is known.
- FTA Conversion Code: Not applicable. No transit funds are involved.
- Location, Limits and Mile Posts:
 - Location. Three bridge locations are cited:
 - On I-405
 - On US 30
 - On US30BY
 - Cross Street Limits: N/A
 - Overall Mile Post Limits:
 - I-405 at MP 3.33
 - US30 from MP 6.91 to MP 6.93
 - US30BY at MP 0.80

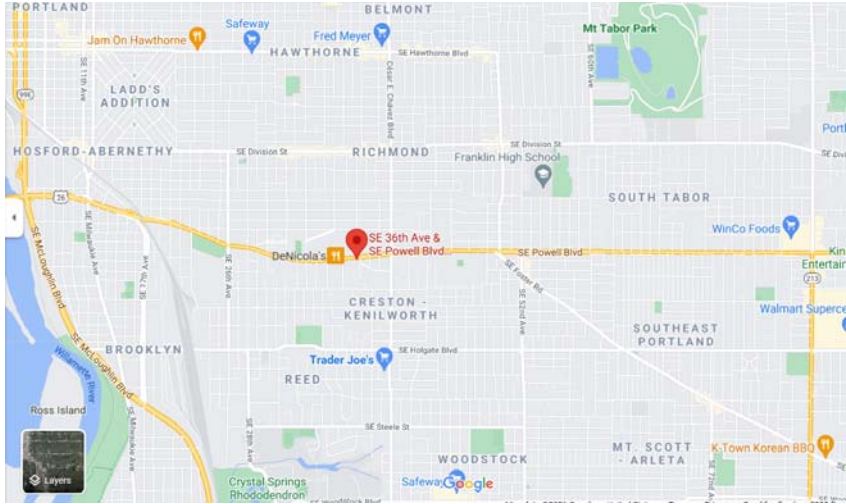
Fremont




St Johns



- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- Air Conformity/Capacity Status:
Key 22552 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other,
- Regional Significance Status: The project is regionally significant as it contains federal funds and is located on a defined Throughway in the Metro Motor Vehicle Modeling Network
- Amendment ID and Approval Estimates:
 - STIP Amendment Number: 21-24-1829

<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • <u>Quick Amendment Summary:</u> The amendment adds ODOT's new safety improvement project on US26 (Powell Blvd at SE 36th Ave) to the 2021-26 MTIP • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> Key 22551 will design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. • <u>Source:</u> New project. • <u>Amendment Action:</u> Adds the new safety project to the 2021-26 MTIP. • <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million. • <u>Funding:</u> The funding for the project utilizes remaining non-obligated State funds from Key 21315. • <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved. • <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> ○ Location: On US26 in southeast Portland ○ Cross Street Limits: At SE 36th Ave ○ Overall Mile Post Limits: MP 2.70 to MP 2.77  <ul style="list-style-type: none"> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
------------------------------	---

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22551 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant as it contains federal funds and is located on a defined Major Arterial in the Metro Motor Vehicle Modeling Network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1824 ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February 10, 2022.
<p>What is changing?</p>	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new project utilizing State funds to the 2021-26 MTIP. The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.</p>
<p>Additional Details:</p>	<p>Project Location Views</p> 

	
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal/full amendment..
Total Programmed Amount:	Total programming for Key 22551 is \$750,000 – all State funds..
Added Notes:	N/A

Project 11	Columbia Slough Water Trail (New Project)		
Lead Agency:	Columbia Slough Watershed Council		
ODOT Key Number:	22545	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Quick Amendment Summary: The formal amendment completes required programming action to add the new Regional Trails Program project to the MTIP and STIP • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project is an Oregon Parks and Recreation Department Regional Trail Program grant award winner and will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough. • <u>Source:</u> New project • <u>Amendment Action:</u> Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action. • <u>Funding:</u> The funding is discretionary federal Regional Trails Program (RTP) funds which are set a maximum 80% federal share. The remaining funds are local funds committed by the lead agency for the project. 		

Oregon Parks and Recreation Department
November 17, 2021
Recreational Trails Program (RTP) Project Ranking
Non-Motorized Grant Requests
\$1,365,686 Available

Exhibit b) 2021 RTP Non-Motorized Grant Requests

Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073

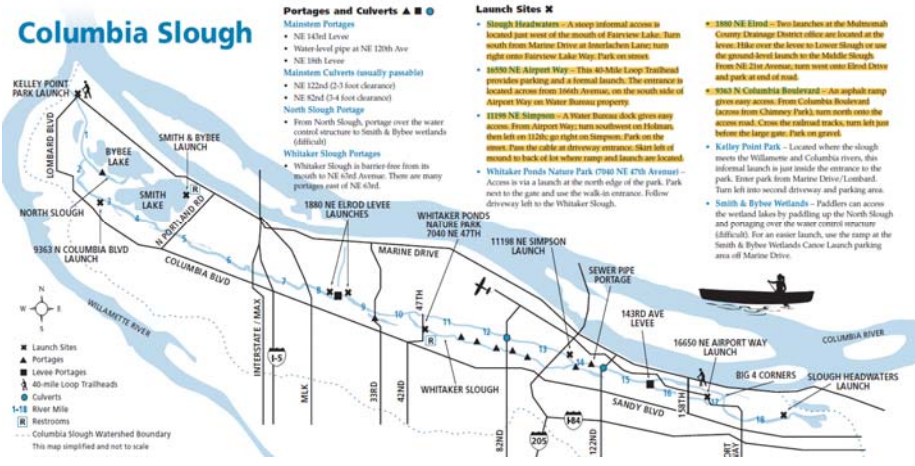
- **FTA Conversion Code:** Not applicable. No transit funds are committed to the project.
- **Location, Limits and Mile Posts:**
 - Location: Northern Portland along the Columbia Slough area
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A
- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
- **Air Conformity/Capacity Status:**
The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities.
- **Regional Significance Status:** Yes. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA's FMIS obligation requirements for the project.
- **Amendment ID and Approval Estimates:**
 - STIP Amendment Number: 21-24-1414
 - MTIP Amendment Number: JN22-07-JAN2
 - OTC approval required: No.
 - Metro approval date: Tentatively scheduled for February 10, 2022.

AMENDMENT ACTION: ADD NEW PROJECT

What is changing?

The formal amendment adds the new Oregon Parks and Recreation Department discretionary Regional Trails Program (RTP) grant award for the Columbia Slough Watershed Council.

The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-

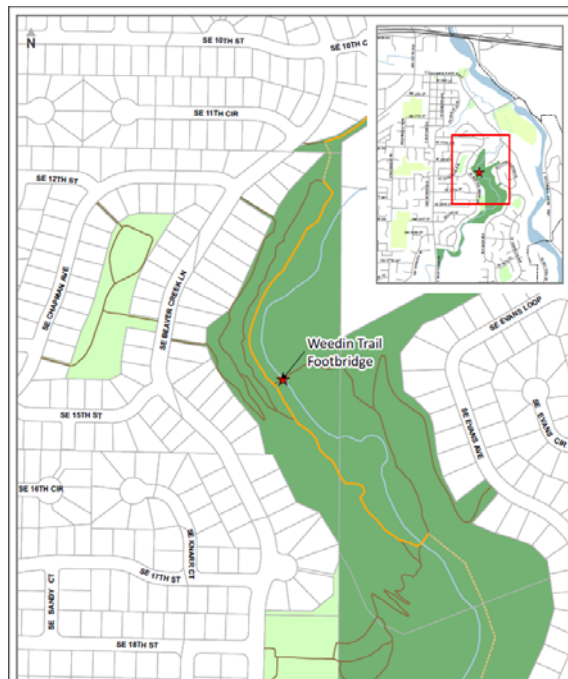
	<p>motorized uses</p> <p>The Columbia Slough Watershed Council will create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of water-body obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.</p>
Additional Details:	 <p>Columbia Slough</p> <p>Portages and Culverts ▲ ■ ●</p> <p>Mainstem Portages</p> <ul style="list-style-type: none"> NE 14th Levee Water level pipe at NE 12th Ave NE 10th Levee <p>Mainstem Culverts (usually passable)</p> <ul style="list-style-type: none"> NE 122nd (2-3 foot clearance) NE 82nd (3-4 foot clearance) <p>North Slough Portage</p> <ul style="list-style-type: none"> From North Slough portage over the water control structure to Smith & Bybee wetlands (400ft) <p>Whittaker Slough Portage</p> <ul style="list-style-type: none"> Whittaker Slough is barrier free from its mouth to NE 47th Avenue. There are many portages east of NE 47th. <p>Launch Sites ✖</p> <ul style="list-style-type: none"> Slough Headwaters - A steep informal access is located just west of the mouth of Fairview Lake. Run north from Marine Drive at Interchange Levee, turn right onto Fairview Lake Way. Park on street. 16000 NE Airport Way - This 40-Mile Loop Trailhead provides parking and a formal launch. The entrance is located across from Smith Avenue, on the north side of Airport Way on Water Bureau property. 11199 NE Simpson - A Water Bureau dock gives easy access. From Airport Way, turn southwest on Fishmans then left on 122nd, go right on Simpson. Park on the street. From the cable at driveway entrance, hike left of road to back of lot where ramp and launch are located. Whittaker Friends Nature Park (7900 NE 47th Avenue) - Access is via a launch at the north edge of the park. Park next to the gate and use the walk-in entrance. Follow driveway left to the Whittaker Slough. 1800 NE Elrod - Two launches at the Multnomah County Storage District office are located at the levee. Hike over the levee to Lower Slough or use the ground level launch to the Middle Slough from NE 23rd Avenue, turn west onto Elrod Drive and park at end of road. 13000 N Columbia Boulevard - An asphalt ramp gives easy access. From Columbia Boulevard, across from Chimney Park, turn north onto the access road. Cross the railroad tracks, turn left just before the larger gate. Park on gravel. Kelley Point Park - Located where the slough meets the Willamette and Columbia rivers, this informal launch is just inside the entrance to the park. Enter park from Marine Drive/Lombard. Turn left into second driveway and parking area. Smith & Bybee Wetlands - Paddlers can access the wetland lakes by paddling up the North Slough and portaging over the water control structure (difficult). For an easier launch, use the ramp at the Smith & Bybee Wetlands Canoe Launch parking area off Marine Drive. <p>Legend:</p> <ul style="list-style-type: none"> Launch Sites Portages Levee Portages 40-mile Loop Trailheads Culverts 1/4 River Mile Restrooms Columbia Slough Watershed Boundary <p>This map simplified and not to scale.</p>
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The total programmed amount is \$38,949
Added Notes:	N/A

Project 12	North Beaver Creek Bridge Replacement (New Project)		
Lead Agency:	Troutdale		
ODOT Key Number:	22543	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The formal amendment completes required programming action to add Troutdale's the new Regional Trails Program project to the MTIP and STIP Metro UPWP Project: No Proposed improvements: The project is an Oregon Parks and Recreation Department Regional Trail Program grant award winner and will Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough. Source: New project 		

- **Amendment Action:** Due to FHW FMIS obligation requirements, MTIP and STIP programming is required. The amendment completes the programming action.
- **Funding:**
The funding is discretionary federal Regional Trails Program (RTP) funds which are set a maximum 80% federal share. The remaining funds are local funds committed by the lead agency for the project.

<p>Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</p>						
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested
6	North Beavercreek Bridge Replacement	City of Troutdale	Multnomah	Replacement of a failed timber pedestrian bridge across Beaver Creek with a modern pre-engineered steel structure. The new free-span bridge will connect a trail system in the middle of the City of Troutdale.	\$ 697,360	\$ 150,000

- **FTA Conversion Code:** Not applicable. No transit funds are committed to the project.
- **Location, Limits and Mile Posts:**
 - Location: Northern eastern Metro area in the city of Troutdale on the Beaver Creek River
 - Cross Street Limits: N/A
 - Overall Mile Post Limits: N/A



	<ul style="list-style-type: none"> • <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • <u>Air Conformity/Capacity Status:</u> The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities. • <u>Regional Significance Status:</u> No. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA's FMIS obligation requirements for the project. • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1811 ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February 10, 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new Oregon Parks and Recreation Department discretionary Regional Trails Program (RTP) grant award for the Columbia Slough Watershed Council.</p> <p>The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-motorized uses</p> <p>The project will replace the failed timber pedestrian bridge with a free-span bridge to provide the public a safe crossing over Beaver Creek and provide trail connections in Troutdale.</p>
Additional Details:	N/A
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The total programmed amount is \$697,360
Added Notes:	N/A

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a

regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the January 2022 Formal MTIP amendment (JA22-07-JAN2) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	January 4, 2021
• TPAC notification and approval recommendation.....	January 7, 2022
• JPACT approval and recommendation to Council.....	January 20, 2022
• Completion of public notification process.....	February 2, 2022
• Metro Council approval.....	February 10, 2022

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	February 17, 2022
• USDOT clarification and final amendment approval.....	Mod-March, 2022

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF

ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).

- b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
- 3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
- 4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-52XX consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

No Attachments

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5211
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE SUNRISE	)	Introduced by Chief Operating Officer
GATEWAY CORRIDOR COMMUNITY	)	Marissa Madrigal in concurrence with
VISIONING PROJECT THAT WAS FUNDED	)	Council President Lynn Peterson
SINCE THE UPWP WAS ADOPTED		

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, in its 2021 session the Oregon legislature awarded Clackamas County \$4 million to initiate a community visioning process for the Sunrise Corridor; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to add the Sunrise Community Visioning project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Clackamas County - Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor, traversed by Highway 212 and 224, is an essential economic hub in Clackamas County and serves as one of the busiest freight distribution centers in the Portland Metro region and the state. This area includes a significant amount of undeveloped and underdeveloped acreage within the urban growth boundary and is projected to double in residential population over the next 20 years. Currently, the heavily congested transportation system is failing with dangerous intersections and a lack of safe crossings, pedestrian, and bicycle amenities. No formal planning or community engagement work has been conducted for this corridor in over 10 years.

This project will initiate robust community engagement and the production of an equitable development plan for this corridor. This plan will guide future transportation, housing, and other investments in the coming years to support a vibrant, safe, and affordable corridor that serves existing and future community members, businesses, and the region.

Specifically, this effort will:

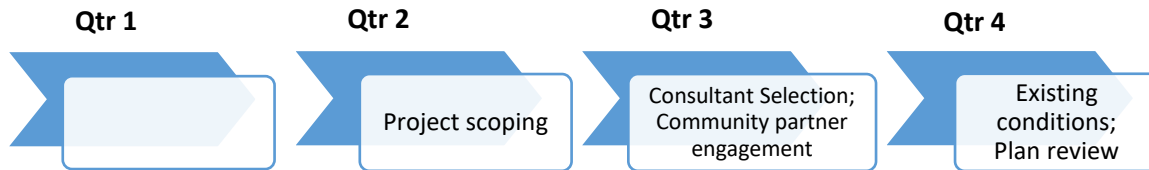
- Build trust and a common vision for the future of the corridor by deeply engaging the people who live, work, and own businesses in this corridor. Prioritize engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Find opportunities to optimize land use designations within the corridor to support housing options and job creation by conducting a Land Use Assessment and an Economic Competitiveness and Employment Lands Analysis.
- Protect the current residents of the area by developing and implementing an anti-displacement strategy.
- Identify barriers and develop solutions for improving community health by conducting a Community Health Assessment.
- Modernize the Transportation Vision for this corridor by understanding the community needs and getting community feedback on the current draft concept, conducting an environmental re-evaluation of proposed improvements, developing a phasing plan for the arterial network, refining the concept to match the community supported plan, creating a funding plan and updating local TSP's (Transportation System Plans) and the RTP (Regional Transportation Plan) to match the community supported plan.

Early scoping for the project is currently underway. The goal is to initiate the consultant selection process in early 2022, and begin community engagement in spring of 2022. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County. This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

FY 2021-22 Unified Planning Work Program

The project is expected to begin in early 2022 and take 18-24 months to complete.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:

Personal Services	\$ 450,000
Materials & Services	\$

TOTAL \$ 450,000

Resources:

Federal grant	\$ 400,000
Local Match	\$ 50,000

TOTAL \$ 450,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Jamie Stasny, JStasny@clackamas.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Gateway Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5211 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in the Sunrise Gateway Corridor Community Visioning Project begin added to the UPWP, which will allow Clackamas County to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

This project came about after evolution of the transportation concept during development of the regional funding measure. The County recognized the need for community engagement to understand existing conditions, lived experiences, challenges and opportunities and ultimately the need to create a cohesive community vision for the Sunrise corridor. This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5215
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO AMEND THE FUNDING	)	Introduced by Chief Operating Officer
AND ADD DETAIL TO THE I-5 BOONE	)	Marissa Madrigal in concurrence with
BRIDGE PLANNING PROJECT	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, In 2019, the Oregon Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River; and

WHEREAS, In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to amend the funding and add detail to the I-5 Boone Bridge project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

Staff Contact: ~~Kristen Stallman~~ Vanessa Vissar,
vanessa.vissar@odot.oregon.gov ~~Kristen.Stallman@odot.state.or.us~~

~~**Disclaimer:** This is a potential planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.~~

Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 and 11304 on the 2018 RTP Financially Constrained List).

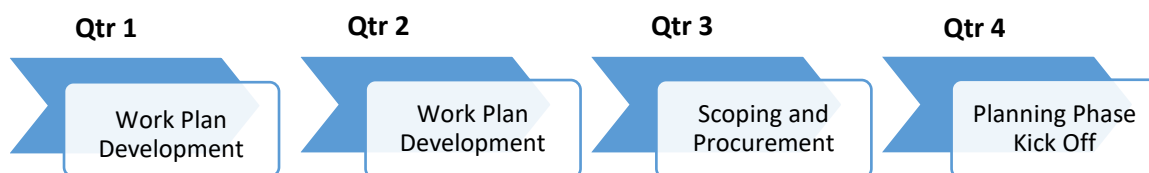
As directed by the 2019 Legislature, ODOT ~~hired a contractor to evaluate~~ the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon Legislature in January 2021. The report will be completed during Quarter 3 of FY 20/21.

Along with the engineering analysis of the Bridgebridge, ODOT worked with Metro to analyze the effects of bridge widening on travel patterns in the region.

In March 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase. ODOT will consider recommendations from the I-5 Boone Bridge and Seismic Improvement Project Technical Report report and analysis of the effects of bridge widening on travel patterns to complete the Planning Phase. ODOT will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities. The Planning Phase is estimated to be completed in 2023, as it develops the agency work program for the 2021–2023 biennium. This narrative is included in the UPWP to relay the potential for continued planning and analysis during the 21-22 fiscal year.

Key Project Deliverables / Milestones

~~No deliverable or milestones are known at this time.~~



FY 2021-22 Unified Planning Work Program

FY 2021-22 Cost and Funding Sources

~~Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021~~

Requirements:

Personal Services	\$	TBD <u>200,000</u>
Materials & Services	\$	TBD
TOTAL	\$	Total Amount <u>200,000</u>

Resources:

Federal grant	\$	TBD <u>160,000</u>
Local Match	\$	TBD <u>40,000</u>
TOTAL	\$	<u>200,000</u>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING 1-5 BOONE BRIDGE PLANNING PROJECT

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Vanessa Vissar, Vanessa.vissar@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Sunrise Corridor Community Visioning Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5215 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in funds added to the existing I-5 Boone Bridge Project, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 21-5216
2021-22 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD THE REGIONAL	)	Introduced by Chief Operating Officer
MOBILITY PRICING PROJECT THAT WAS	)	Marissa Madrigal in concurrence with
FUNDED SINCE THE UPWP WAS ADOPTED	)	Council President Lynn Peterson

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2021-22; and

WHEREAS, the FY 2021-22 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018; and

WHEREAS The Toll Program is part of the Statewide Transportation Improvement Program; and

WHEREAS the Toll Program was included in the 2021-22 UPWP with two components, one of which has now completed its planning phase (I-205 in Clackamas County) and the other has been renamed as the Regional Mobility Pricing Project; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2021-22 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2021-22 UPWP to initiate planning work on the Regional Mobility Pricing project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 20th day of January, 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Project: ~~I-5 and I-205: Portland Metropolitan Value Pricing~~ Regional Mobility Pricing Project

Staff Contact: Mike Mason, Michael.W.Mason@odot.state.or.us

Description

The ODOT Toll Program is ~~advancing building on the results outcome of a feasibility analysis~~ the agency's Value Pricing Feasibility Analysis completed in December 2018. The ~~Value Pricing Feasibility A~~ feasibility analysis was conducted using state funding from House Bill 2017; no ~~federal~~ Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project is project, renamed as the Regional Mobility Pricing Project, and includes carries forward two one planning project in the planning phase. It : Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility Regional Mobility Pricing Project, which is is evaluating variable rate pricing on tolling study considering all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. plus on I-205 extending to the north from OR213 to

the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that would will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for :the Regional Mobility Pricing Project is expected to be completed in 2022. for the Regional Mobility Pricing Project. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.

Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the

FY 2021-22 Unified Planning Work Program

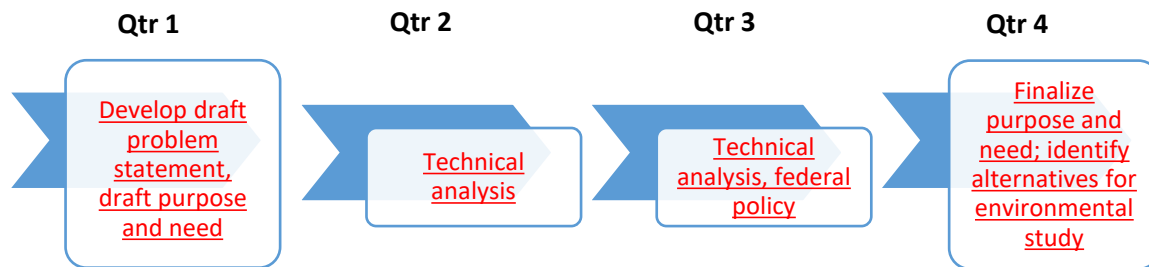
~~Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.~~

The Oregon Transportation Commission has tolling authority for Oregon's highway system. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as

well as transit service providers including TriMet, Smart, and others. Additionally, ODOT ~~is~~ has coordinated ing with Metro and the City of Portland on ~~concurrent~~ their efforts related to congestion pricing. A comprehensive engagement strategy provides public input.

The Regional Mobility Pricing Project project is consistent with the RTP policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

Key Project Deliverables / Milestones FY 2021-2022



FY 2021-22 Cost and Funding Sources

~~Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis.~~

Requirements:	
Personal Services	\$4,157,018
Materials & Services	\$142,982
TOTAL	\$4,300,000

Resources:	
Federal grant	\$3,965,460
Local Match	\$334,540
TOTAL	\$4,300,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED

Date: November 24, 2021
Department: Planning
Meeting Date: January 20, 2022

Prepared by: John Mermin, john.mermin@oregonmetro.gov, Glen Bolen, glen.a.bolen@odot.state.or.us, Mike Mason, Michael.w.mason@odot.state.or.us

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget.

ACTION REQUESTED

Approval of the requested amendment to the 2021-2022 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the Regional Mobility Pricing Project are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 21-5216 and amend the FY 2021-22 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 21-5165 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will result in adding the Regional Mobility Pricing Project to the UPWP, which will allow ODOT to initiate planning work in the current fiscal year (prior to June 30, 2022).

BACKGROUND

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

As originally conceived, the tolling program totaled just over \$18 million. Subsequent funding from the Oregon Transportation Commission increased the project allocation to \$21.2 Million. As shown in the budget table in Exhibit A, the revised Regional Mobility Pricing Project will utilize \$4.3 million during the 2021 – 2022 fiscal year.

The Regional Mobility Pricing Project is consistent with RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.

The project is also consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 30, 2021
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, Principal Transportation Planner
Subject: 2023 Regional Transportation Plan (RTP) Update – Vision and Priority Outcomes

PURPOSE

The purpose of this memo is to provide an update on the scoping process and seek feedback on the 2018 RTP vision and priority outcomes (*See **Attachment 1** for discussion worksheet*).

Metro is initiating a major update to the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. From September 2021 to early 2022 the project team is developing the work plan and engagement plan that will guide the update for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The work plan and engagement plan will be shaped by technical work and input from regional and local decision makers, business and community leaders, and members of the public as part of the scoping phase that began in October 2021.

UPDATE ON SCOPING ENGAGEMENT ACTIVITIES SINCE OCTOBER 2021

In October 2021, the Metro Council and JPACT provided feedback on the scoping process and priorities to be addressed through the 2023 RTP update. Since October, staff continued to seek input from local, regional and state partners, community and business leaders and the public. The engagement activities have focused on identifying transportation trends and challenges affecting the quality of life in the region, priorities for the update to address, and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan. Activities included:

- **Briefings and presentations** to regional advisory committees and county-level coordinating committees (policymakers and staff).
- Four **language-specific focus groups** conducted as part of updating Metro's Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency). A summary report will be available in early 2022.
- A **community leaders forum**. Metro invited more the 60 community representatives from culturally-specific, environmental justice and transportation-focused community based organizations from across the region. Thirteen community leaders participated. A summary report will be available in January.
- Participation in a **Tribal Summit on Climate Leadership** convened by. The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for

addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).

- **Interviews** of local, regional and state public officials and Portland-area business and community leaders. The interviews are still underway. A summary report will be available in January.

UPCOMING SCOPING ENGAGEMENT ACTIVITIES IN EARLY 2022

Scoping engagement activities will continue in early 2022 to seek feedback on the vision and priorities for the future transportation system, topics to be the focus of the technical work and policy discussions and ideas for how best to engage public officials, community and business leaders and the public in shaping the updated plan. Planned activities include:

- An **on-line survey** on transportation trends and challenges affecting the quality of life in the region and the plan's vision and priority outcomes for the future transportation system.
- **Briefings and presentations** to regional advisory committees, including Metro's Committee on Racial Equity (CORE), and county-level coordinating committees (policy and staff).
- **Consultation meetings** with Federal and State Agencies and Tribes.

The central themes and topics identified through these different engagement activities will be summarized in a scoping engagement report. The topics identified during the scoping phase in combination with recommendations from the 2018 Regional Transportation Plan and more recently completed studies, and new federal and state requirements will inform the draft work plan and engagement plan developed to guide the plan update.

NEXT STEPS FOR SHAPING 2023 RTP WORK PLAN AND ENGAGEMENT PLAN

A schedule of the scoping engagement activities and Metro Council and regional advisory committee discussions is provided in **Attachment 2**. Upcoming discussions include:

- **January to February 2022** Metro Council, regional advisory committees and stakeholders discuss values, priorities and desired outcomes; engage stakeholders through interviews, online survey, consultation with Tribes and federal and state agencies to inform work plan and engagement strategy
- **February to March 2022** Metro Council and regional advisory committees discuss draft work plan and engagement strategy
- **March 2022** JPACT and Metro Council consider approval of work plan and engagement strategy (by Resolution)



2023 REGIONAL TRANSPORTATION PLAN

SHARE YOUR THOUGHTS

on the 2018 Regional Transportation Plan (RTP) Vision and Priority Outcomes

The 2023 RTP update is an opportunity to review the plan's vision and priority outcomes to ensure they still make sense

The [Regional Transportation Plan](#) (RTP) is a state- and federally-required long-range transportation plan for the Portland metropolitan area. As the federally-designated Metropolitan Planning Organization (MPO) for the Portland metropolitan area, Metro is responsible for leading and coordinating updates to the RTP every five years. The next update is due by Dec. 2023.

In December 2018, JPACT and the Metro Council unanimously adopted a significant update to the RTP following three years of engagement that included more than 19,000 touch points with community members, community and business leaders, and local, regional and state jurisdictional partners. Through the [extensive engagement that shaped the plan](#), Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone. The 2018 RTP established a shared regional vision and prioritized equity, safety, climate and congestion to guide planning and investment in the greater Portland transportation system.

Figure 1. 2018 Regional Transportation Vision

2018 RTP Vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Source: 2018 Regional Transportation Plan Chapter 2 (Our Shared Vision and Goals for Transportation)

Figure 2. 2018 Regional Transportation Plan Priority Policy Outcomes



Summarized from the 2018 Regional Transportation Plan (Chapters 3 and 6)

DISCUSSION WORKSHEET

The 2023 RTP update is an opportunity to review the plan's vision and priority outcomes to ensure they still make sense. Please share your thoughts on these questions.

1. Do you think that this **Vision statement** still makes sense?

Yes / No / Unsure

2. If no, what would you change?

3. Do these **priority areas make sense** to you? Is anything missing?

4. How would you **rank these priorities** in terms of importance?

☐ equity ☐ safety ☐ climate ☐ congestion

5. Why did you rank the priorities this way?

6. To the extent that *your agency or organization* has tried to address priorities like these, what have been the main **challenges to making progress** towards achieving your highest priority goals (besides lack of funding)?



2023 REGIONAL TRANSPORTATION PLAN

Key Dates for Developing Work Plan and Engagement Strategy to Guide Update

October 2021 to February 2022

Outcome: Seek feedback on values, priority policy outcomes and engagement to guide update.

Date	Who
October 12	Metro Council (work session)
October 21	Joint Policy Advisory Committee on Transportation (JPACT)
November 3	East Multnomah County Transportation Committee TAC
November 4	Washington County Coordinating Committee TAC
November 10	Transportation Policy Alternatives Committee (TPAC)
November 10	Metro Policy Advisory Committee (MPAC)
November 17	Metro Technical Advisory Committee (MTAC)
November 17	Community Leaders Forum
November	Four language-specific focus groups for community members in coordination with update to Metro's Limited English Proficiency Plan
November 15	East Multnomah County Transportation Committee (policy)
November 15	Washington County Coordinating Committee (policy)
November 16	Clackamas County TAC
November 17	Clackamas County C-4 subcommittee (policy)
November 19	Tribal Summit on Climate Leadership and Urban Planning
November to early January	Stakeholder interviews (local, regional and state public officials, Portland area business and community leaders, and other identified stakeholders)
January-early Feb. 2022	<ul style="list-style-type: none"> Public online survey on priorities (~3 weeks) CORE discussion on draft work plan and engagement plan (Jan. 20) TPAC and MTAC discussions on values, vision and priorities (Jan. 6 and Jan. 19) Consultation meetings with Federal and State Agencies and Tribes (TBD) Metro Council Work Session on values, vision and priorities (TBD) JPACT Workshop on values, vision and priorities (TBD)

February to March 2022

Outcome: Seek JPACT and Metro Council approval of the work plan and engagement plan.

Date	Who
February 15	Metro Council Work Session discussion on draft work plan and engagement plan
February 16	TPAC/MTAC workshop discussion on draft work plan and engagement plan
February 17	JPACT discussion on draft work plan and engagement plan
February 23	MPAC discussion on draft work plan and engagement plan
March 4	TPAC recommendation to JPACT
March 16	MTAC recommendation to MPAC
March 17	JPACT recommendation to Metro Council
March 23	MPAC recommendation to Metro Council
March 29	<i>Council Work Session discussion on draft work plan and engagement plan, if needed</i>
March 31	Metro Council considers action on MPAC and JPACT recommendations