

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, December 2, 2022  
Time: 9:00 a.m. to 12:00 p.m.  
Place: Virtual meeting held via Zoom  
[Connect with Zoom](#)  
Passcode: 042255  
Phone: 877-853-5257 (Toll Free)

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| <b>9:00 a.m.</b>  | <b>Call meeting to order, declaration of quorum and introductions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Chair Kloster                                                          |
| <b>9:10 a.m.</b>  | <b>Comments from the Chair and Committee Members</b> <ul style="list-style-type: none"> <li>• Committee input on Creating a Safe Space at TPAC (Chair Kloster)</li> <li>• Updates from committee members around the Region (all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2022-23 UPWP administrative amendments (Chair Kloster)</li> <li>• ODOT Great Streets Program Update (Chris Ford, ODOT)</li> <li>• 2023 RTP Needs Assessment Factsheets (Eliot Rose)</li> </ul> |                                                                        |
| <b>9:30 a.m.</b>  | <b>Public communications on agenda items</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                        |
| <b>9:35 a.m.</b>  | <b>Consideration of TPAC minutes, November 4, 2022 (<u>action item</u>)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Chair Kloster                                                          |
| <b>9:40 a.m.</b>  | <b>Metropolitan Transportation Improvement Program (MTIP)</b><br><b>Formal Amendment 22-5299 (<u>action item, Recommendation to JPACT</u>)</b><br>Purpose: For the purpose of amending six existing projects to enable pending Federal approval steps and phase obligations to occur (DC23-04-DEC)                                                                                                                                                                                                                                               | Ken Lobeck, Metro                                                      |
| <b>9:55 a.m.</b>  | <b>Highway Infrastructure Program (HIP) Fund Exchange</b><br><b>Resolution 22-52** (<u>action item, Recommendation to JPACT</u>)</b><br>Purpose: For the purpose of completing a HIP fund exchange with ODOT for less restrictive Federal funds allowing them to be applied as supplemental funding support to seven Metro Regional Flexible Fund Allocation Funded projects to help offset inflation cost increase impacts.                                                                                                                     | Ken Lobeck, Metro                                                      |
| <b>10:10 a.m.</b> | <b>Regional Transportation Plan (RTP) Call for Projects Policy Framework and Draft Revenue Forecast</b><br><b>(<u>action item, Recommendation to JPACT</u>)</b><br>Purpose: Seek TPAC recommendation to JPACT on policy framework and project list cost targets for the 2023 RTP Call for Projects.                                                                                                                                                                                                                                              | Kim Ellis, Metro<br>Ted Leybold, Metro                                 |
| <b>11:10 a.m.</b> | <b>Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update</b><br>Purpose: Provide an overview of the Cascadia Corridor Ultra-High-Speed Ground Transportation Project and provide a progress report on the work done to date to initiate the program and complete the activities identified in the Memorandum of Understanding signed by Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) on November 16, 2021.                                                                          | Ally Holmqvist, Metro<br>Jennifer Sellers, ODOT<br>Jason Beloso, WSDOT |

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| <b>11:55 a.m.</b> | <b>Committee comments on creating a safe space at TPAC</b> | Chair Kloster |
| <b>12:00 p.m.</b> | <b>Adjournment</b>                                         | Chair Kloster |

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

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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](http://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.

## 2023 TPAC Work Program

**As of 11/23/2022**

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

**All meetings are scheduled from 9am - noon**

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| <p><b><u>TPAC meeting January 6, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Creating Safe Space Protocols &amp; Democratic Rules (Chair Kloster)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2023 RTP Call for Projects (Kim Ellis)</li> <li>• Climate Smart Strategy JPACT/Council Workshop Recap and Next Steps (Kim Ellis)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><i>Recommendation to JPACT</i> (Lobeck, 10 min)</li> <li>• <b>Earthquake Ready Burnside Bridge Resolution 22-****</b> <i>Recommended to JPACT</i> (Alex Oreschak; 40 min)</li> <li>• <i>MTIP Formal Amendment I-5 Rose Quarter Discussion</i> (Lobeck; 15 min)</li> <li>• <i>I-5 Rose Quarter Project Briefing</i> (Megan Channell, ODOT; 30 min)</li> <li>• <i>82<sup>nd</sup> Avenue Project update</i> (Elizabeth Mros-O'Hara, Metro/ City of Portland TBD; 30 min)</li> <li>• Carbon Reduction Program Update (Leybold/Cho/ Ellis, Metro; 60 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>TPAC workshop, January 11, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers (Ally Holmqvist, Metro; 45 min)</li> </ul> |
| <p><b><u>TPAC meeting, February 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2023 RTP Call for Projects (Kim Ellis)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><i>Recommendation to JPACT</i> (Lobeck, 10 min)</li> <li>• <b>Carbon Reduction Program</b> <i>Recommendation to JPACT</i> (Leybold/Cho/Ellis, Metro; 60 min)</li> <li>• <b>MTIP Formal Amendment 22-XXXX I-5 Rose Quarter Project</b> <i>Recommendation to JPACT</i> (Ken Lobeck, TBD; 30 min)</li> <li>• <b>I-5 Rose Quarter Project Briefing</b> <i>Recommendation to JPACT</i> (Megan Channell, ODOT; 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>                                                                                                                                                                                                                                                                                                              | <p><b><u>MTAC/TPAC joint workshop, February 15, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)</li> </ul>                                  |



**TPAC meeting, March 3, 2023**

Comments from the Chair:

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

**Agenda Items:**

- **MTIP Formal Amendment 22-XXXX**  
Recommendation to JPACT (Lobeck, 10 min)
- UPWP Draft Review (John Mermin, 30 min)
- 2023 RTP: Draft Chapter 3 (Policy) (Kim Ellis, Metro, 60 min)
- 2023 RTP: Draft Chapter 5 (Financial Plan) (Ted Leybold, Metro, 60 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**TPAC workshop, March 8, 2023****Agenda Items:**

- Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 90 min)
- Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)

**TPAC meeting, April 7, 2023**

Comments from the Chair:

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

**Agenda Items:**

- **MTIP Formal Amendment 22-XXXX**  
Recommendation to JPACT (Lobeck, 10 min)
- **UPWP Resolution 22-\*\*\*\*** Recommendation to JPACT (John Mermin, 20 min)
- 2024-2027 MTIP – Performance Evaluation Results and Public Comment (Cho, 30 min)
- 2023 RTP: Draft High-level Project Assessment Findings (Eliot Rose, 30 min)
- Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O'Connor, TriMet; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

**MTAC/TPAC joint workshop,**

**April 19, 2023**

**Agenda Items:**

- 2023 RTP: Draft High-level Project Assessment and System Evaluation Findings (Eliot Rose, 90 min)
- 2023 RTP: Draft Chapter 3 (Policy) (Kim Ellis, Metro, 60 min)

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| <p><b><u>TPAC meeting, May 5, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2024-2027 MTIP – Public Comment Report (Grace Cho)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review (Kim Ellis, 90 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>TPAC workshop, May 10, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min)</li> <li>• 2023 RTP: Draft Chapter 8 (Implementation) (Kim Ellis, Metro, 60 min)</li> </ul> |
| <p><b><u>TPAC meeting, June 2, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• 2023 RTP: Finalizing draft RTP and list of project and program priorities for public review - <u>Recommendation to JPACT</u> (Kim Ellis, 90 min)</li> <li>• 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>                                   | <p><b><u>MTAC/TPAC joint workshop, June 21, 2023</u></b></p> <p><b>Agenda Items:</b></p> <p>Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.)</p>                                                                                                                                         |
| <p><b><u>TPAC meeting, July 7, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• <b>2024-2027 MTIP – Adoption Draft</b><br/><u>Recommendation to JPACT</u> (Cho, 30 min)</li> <li>• 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>                                                                                 | <p><b><u>TPAC workshop, July 12, 2023</u></b></p> <p><b>Agenda Items:</b></p>                                                                                                                                                                                                                         |

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| <p><b><u>TPAC meeting, August 4, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>                                                                                                                             | <p><b><u>MTAC/TPAC joint workshop, August 16, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)</li> </ul> |
| <p><b><u>TPAC meeting, September 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul>                                                                                                                          | <p><b><u>TPAC workshop, September 13, 2023</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)</li> </ul>                   |
| <p><b><u>TPAC meeting, October 6, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX Recommendation to JPACT</b> (Lobeck, 10 min)</li> <li>• 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> |                                                                                                                                                                                                                                                                          |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <p><b><u>TPAC meeting, November 3, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>TPAC workshop, November 8, 2023</u></b></p> <p><b>Agenda Items:</b></p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p><b><u>TPAC meeting, December 1, 2023</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 22-XXXX</b><br/><u>Recommendation to JPACT</u> (Lobeck, 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> |  |
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### **Parking Lot: Future Topics/Periodic Updates**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Columbia Connects Project</li> <li>• Best Practices and Data to Support Natural Resources Protection</li> <li>• Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro &amp; Carol Chang, RDPO)</li> <li>• Cost Increase &amp; Inflation Impacts on Projects</li> <li>• TV Highway updates</li> <li>• 82<sup>nd</sup> Avenue updates</li> <li>• TSMO updates</li> </ul> | <ul style="list-style-type: none"> <li>• DLCD Climate Friendly &amp; Equitable Communities Rulemaking (Kim Ellis, Metro)</li> <li>• Ride Connection Program Report (Julie Wilcke)</li> <li>• Get There Oregon Program Update (Marne Duke)</li> <li>• RTO Updates (Dan Kaempff)</li> <li>• Update on SW Corridor Transit</li> <li>• UGB updates</li> <li>• TOD updates</li> <li>• 2040 Planning Grants updates</li> <li>• Transit Oriented Development (Andrea Pastor)</li> <li>• High Speed Rails updates (Ally Holmqvist)</li> </ul> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto: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: November 21, 2022  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during early to mid-November 2022)

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## **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 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.



### MTIP Formal Amendments

| November#1 FFY 2023 Formal Transition Amendment Bundle Contents                |             |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment Type: Formal/Full                                                    |             |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 |
| Amendment #: NV23-03-NOV – Modification #1                                     |             |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 |
| Total Number of Projects: 6                                                    |             |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 |
| Key Number & MTIP ID                                                           | Lead Agency | Project Name                                                                                                                       | Project Description                                                                                                                                                                                                                                                                                                                                                                    | Amendment Action                                                                                                                                                                                                                                                                |
| (#1)<br>ODOT<br>Key #<br><b>22738</b><br>MTIP ID<br>NEW-TBD<br>(New Project)   | ODOT        | <b>I-205: From I-5 to the Abernethy Bridge Glenn Jackson Bridge</b><br><br>(Note: Project limits are corrected per ODOT's request) | Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the <del>Abernethy Bridge</del> <b>Glenn Jackson Bridge</b> , to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon<br><br><b>The above correction represents Modification #1 to the November FFY 2023 Formal Amendment bundle</b> | <b><u>ADD NEW PROJECT:</u></b><br>Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure |
| (#2)<br>ODOT<br>Key #<br><b>22740</b><br>MTIP ID<br>NEW-TBD<br>(New Project)   | ODOT        | <b>I-84: From I-5 to the Idaho Border</b>                                                                                          | Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US 97 from I-5 to the Idaho border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon                                                                                                                                             | <b><u>ADD NEW PROJECT:</u></b><br>Add the new OTC approved National Electric Vehicle Infrastructure (NEVI) funded project from the Infrastructure Investment and Jobs Act (IIJA) supporting and incentivize the build out of America's electric vehicle charging infrastructure |
| (#3)<br>ODOT<br>Key #<br><b>22978</b><br>MTIP ID<br>NEW - TBD<br>(New Project) | ODOT        | <b>Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1</b>                                                                 | Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.                                                                                                                                                                                                                                                              | <b><u>ADD NEW PROJECT:</u></b><br>The formal amendment adds ODOT's new ADA Design project covering planned ADA cur and ramp improvements during FFY 2024-2027                                                                                                                   |
| (#4)<br>ODOT<br>Key #<br><b>22552</b><br>MTIP ID:                              | ODOT        | <b>Willamette River: Stormwater Source Control Improvements</b>                                                                    | Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within                                                                                                                                                                                                                                                                      | <b><u>SCOPE CHANGE:</u></b><br>The formal amendment provides approved funding for the 30 added site locations                                                                                                                                                                   |

|                                                            |                                                                                                                    |                                                                    |                                                                                                                                                                                                                                                               |                                                                                                                                               |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 71265                                                      |                                                                                                                    |                                                                    | the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas                                                                                                                                                                      | along US30 that will be included now in the project. Approved funding is from the Bridge program.                                             |
| (#5)<br>ODOT<br>Key #<br><b>22431</b><br>MTIP ID:<br>71247 | ODOT                                                                                                               | <b>OR141/OR217<br/>Curb Ramps</b>                                  | At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.                                                                                                                                        | <b><u>COST INCREASE:</u></b><br>The formal amendment addresses a construction phase funding shortfall by adding OTC approved IIJA funds.      |
| (#6)<br>ODOT<br>Key #<br><b>18832</b><br>MTIP ID:<br>71191 | <del>Metro</del><br><del>(Metro</del><br><del>Parks)</del><br><b>Portland</b><br><b>(Portland</b><br><b>Parks)</b> | <b>Willamette<br/>Greenway Trail:<br/>Columbia Blvd<br/>Bridge</b> | Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough. | <b><u>COST INCREASE:</u></b><br>The formal amendment adds funding to address significant phase funding shortfalls to PE, UR, and Construction |

Approval Status for the October FFY 2023 Formal MTIP Amendment, NV23-03-NOV:

- TPAC approval date: November 4, 2022
- JPACT approval date: November 17, 2022
- Metro Council approval date: Schedule for Thursday, December 8, 2022

**Administrative Modifications****November (AM23-02-NOV1)**

| Key   | Lead Agency | Name                                            | Change                                                                                                                                                                                                                                                                                                                                      |
|-------|-------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 22310 | Metro       | Portland Metro Planning SFY23                   | <b><u>ADD FUNDS:</u></b><br>The admin modification provides the updated PL and 5303 authorized increases to the project with and adjustment to the local overmatch.                                                                                                                                                                         |
| 20435 | ODOT        | OR99W: I-5 - McDonald St                        | <b><u>COST INCREASE:</u></b><br>The admin modification increases the project's construction phase by adding a total of \$7,261,683 of OTC approved funding to the project. The cost increase is due to an inflation adjustment and is 21.6%. However, is waiving the threshold ceiling of 20% and processing the increase administratively. |
| 21177 | ODOT        | OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd | <b><u>FUNDS SHIFT:</u></b><br>An adjustment if the project scope elements results in a minor limits change and small cost increase. Funds are shifted among to the phases to reflect the updates. The net cost increase is 8.7%.                                                                                                            |

# Memo



Date: November 23, 2022  
To: Transportation Policy Alternatives Committee (TPAC) and interested parties  
From: John Mermin, Senior Transportation Planner  
Subject: Administrative amendments to the 2022-23 Unified Planning Work Program (UPWP)

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## Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narratives which describes (in tracked changes) minor changes to the budgets of several Metro projects to reflect new funds added from the federal Infrastructure Investment and Jobs Act (IIJA) and additional carryover:

- Transportation Planning
- 2023 Regional Transportation Plan (RTP) update
- Complete Streets Program
- Investment Areas (Corridor Refinement and Project Development)
- Tualatin Valley (TV) Highway Transit and Development Project
- 82<sup>nd</sup> Avenue
- Metropolitan Planning Organization (MPO) Management and Services
- Data Management and Visualization
- Land Use and Socio-Economic Modeling Program
- Travel Model Program

## Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov) if you have any questions about this amendment.

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## Transportation Planning

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**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

### Description

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As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

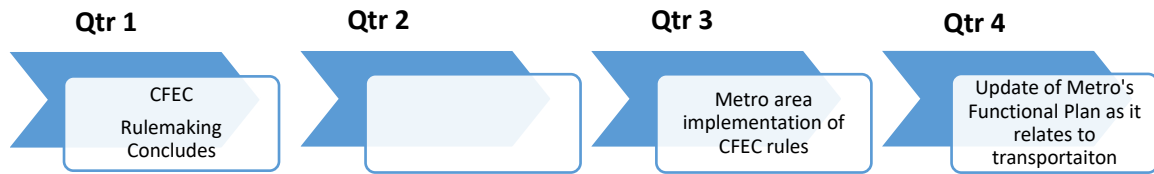
In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involved ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2021-22, major efforts within this program include participating in DLCD's rulemaking on Climate-Friendly and Equitable Communities (CFEC) statewide rulemaking process which is updating the statewide Transportation Rulemaking currently underway (and expected to be completed in Spring 2022). This rulemaking could impact how Metro and its partners do transportation planning, as well as how Metro plans and implements Climate Smart. The program also provides ongoing transportation policy support for major planning projects at Metro and our cities and counties, in addition to coordination with Metro's land use team to integrate transportation and land use planning. Lastly, this program ensures that Metro is using an equity lens or equity criteria across all aspects of regional transportation planning.



## FY 2022-23 Unified Planning Work Program

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                                     |
|----------------------|-------------------------------------|
| Personnel Services   | \$ <del>277,694</del> 408,380       |
| Materials & Services | \$ 25,8500                          |
| Indirect Costs       | \$ <del>166,339</del> 244,620       |
| <b>TOTAL</b>         | <b>\$ <del>469,533</del>678,800</b> |

#### Resources:

|                    |                               |
|--------------------|-------------------------------|
| 5303               | \$ <del>140,427</del>         |
| 5303 Match (Metro) | \$ <del>16,073</del>          |
| STBG               | \$ <del>421,312</del> 468,660 |
| STBG Match (Metro) | \$ <del>48,221</del> 53,640   |

**TOTAL \$ ~~469,533~~678,800**

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## Regional Transportation Plan Update (2023)

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**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

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The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – driving, using transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated at least every five years to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during the planning horizon to build priority investments as well as maintain and operate the transportation system. Because of its comprehensive scope, most region transportation planning projects inform the RTP in some way, and therefore most projects described in this UPWP will inform the 2023 RTP update.

In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the region’s adopted land use plan – and the [Climate Smart Strategy](#) – the region’s adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach and apply a racial equity framework to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2023-24.

Key FY 21-22 deliverables and milestones included:

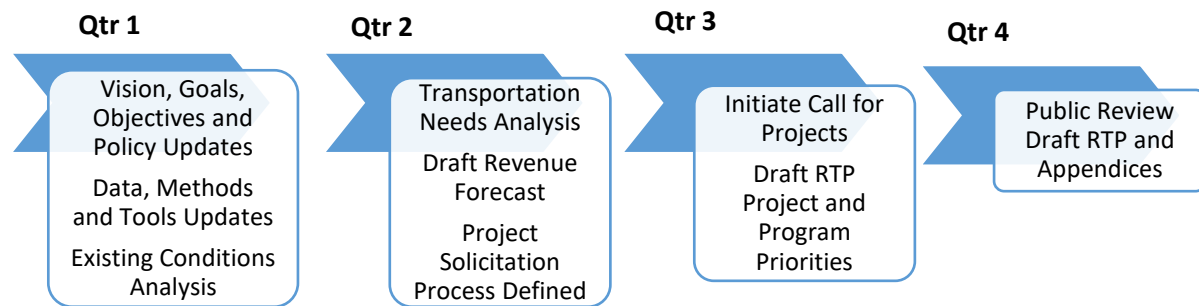
- **Project scoping:** From Oct. 2021 to May 2022, Metro worked closely with local, regional and state partners to scope the update, seeking feedback on the values, priorities and engagement approach through more than 25 briefings, a community leaders’ forum, interviews of 40 stakeholders, on-line survey, language-specific focus groups, consultation meetings with Tribes and state and federal agencies and policy and technical workshops. This extensive feedback shaped development of a set of values, outcomes and actions (VOA) and supporting work plan and engagement plan to guide the update.
- **VOA, work plan and engagement plan approval:** JPACT and the Metro Council approved the VOA and supporting work plan and engagement plan in Spring 2022. **Policy briefs and revenue forecast development:** Initiated development of policy briefs related to emerging transportation trends, congestion pricing, climate justice and resilience, urban arterials, and equitable finance and began development of a draft financially constrained revenue forecast

## FY 2022-23 Unified Planning Work Program

the data and tools needed to support the existing conditions analysis, transportation equity analysis and identification of regional transportation needs.

Consultant services will support communications and engagement activities identified in the adopted engagement plan and policy and technical analysis to support updating key policies identified in the adopted work plan, conducting the transportation needs analysis, and development of the revenue forecast. More information and the adopted work plan and engagement plan can be found at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                             |
|----------------------|-----------------------------|
| Personnel Services   | \$ <u>1,342,019,307,219</u> |
| Materials & Services | \$ 542,400                  |
| Indirect Costs       | \$ <u>803,869,783,024</u>   |

#### Resources:

|                           |                             |
|---------------------------|-----------------------------|
| PL                        | \$ <u>1,182,989,578,989</u> |
| PL Match (ODOT)           | \$ <u>135,398,666,268</u>   |
| STBG                      | \$ <u>243,297,389,255</u>   |
| STBG Match (Metro)        | \$ <u>27,846,444,552</u>    |
| Metro Direct Contribution | \$ <u>1,098,758,155,579</u> |

**TOTAL** \$ 2,688,288,632,643

**TOTAL** \$ 2,688,288,632,643

The budgeted amount for Materials & Services includes costs for consultant activities.

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## Complete Streets Program

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**Staff Contact:** Lake McTighe, lake.mctighe@oregonmetro.gov

### Description

Metro's Complete Streets program includes activities related to transportation safety, street design, and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets. Metro updated its urban design guide, called the Designing Livable Streets and Trails Guide in 2018 and continues to work with partnering agencies to implement the design guidelines on transportation projects, especially those projects that receive federal funds (available at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>).

Program activities support implementation of regional goals included in the 2040 Growth Concept, the Climate Smart Strategy, the 2018 Regional Transportation Plan (RTP), the 2014 Regional Active Transportation Plan (ATP), and the 2018 Regional Transportation Safety Strategy (RTSS). Program activities are also related to local, regional, state, and federal programs, plans and policies, including the Regional Safe Routes to School Program, Metro's Planning and Development Departmental Strategy for Achieving Racial Equity, ODOT's Blueprint for Urban Design, transit, city and county design guidelines, and local, state and federal safety plans and targets.

Metro will continue to coordinate and engage with local, community, state and federal partners to implement the following program activities and deliverables in FY 2022-2023:

**Street design related activities:** provide internal and external street and trail design technical assistance on transportation projects and plans with a focus on projects that receive federal funds administered by Metro; develop a Healthy Urban Arterials policy brief to inform decisions in the 2023 RTP update; draft new complete streets and green infrastructure policies for the update of the RTP in 2023; assemble and analyze best available natural resource data for the 2023 RTP environmental assessment.

**Transportation safety related activities:** implement the annual work program (available at [www.oregonmetro.gov/regional-transportation-safety-plan](https://www.oregonmetro.gov/regional-transportation-safety-plan)), including: develop annual safety fact sheet using most recent crash data (2020); develop and submit annual federal safety performance report with 2020 data; update safety data, the crash map tool, and safety dashboard; update High Injury Corridors and Intersections; convene a regional safety forum on transportation equity and safety; provide safety updates to TPAC and JPACT; access and analyze FARS fatal crash and race/ethnicity data; participate in an MPO safety peer exchange; develop a media training with Multnomah Public Health; host an FHWA safe system approach webinar review and update (if needed) safety policies in the 2023 RTP.

**Active transportation related activities:** incorporate Return on Investment (ROI) findings into the 2023 RTP as appropriate; and review and update (if needed) data and policies related to walking, bicycling and accessing transit in the 2023 RTP update.

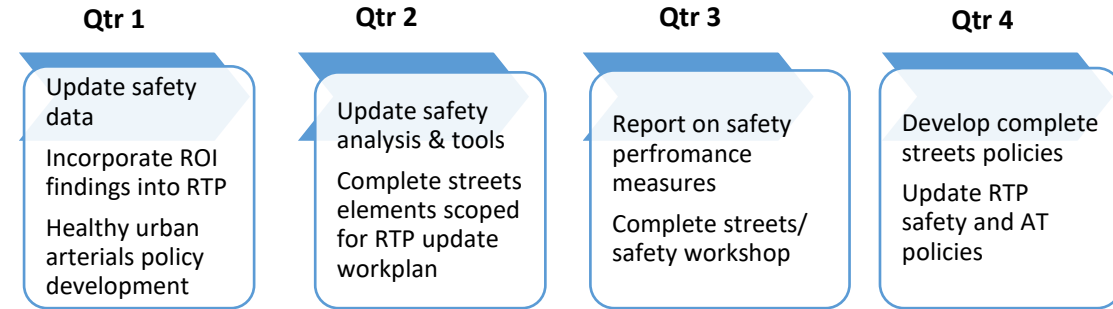
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## FY 2022-23 Unified Planning Work Program

Please contact Lake McTighe, [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov), for more details.

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### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

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#### Requirements:

|                      |           |
|----------------------|-----------|
| Personnel Services   | \$ 77,633 |
| Materials & Services | \$ 2,500  |
| Indirect Costs       | \$ 46,502 |

**TOTAL \$ 126,635**

#### Resources:

|                           |            |
|---------------------------|------------|
| <del>STBG</del> PL        | \$ 113,630 |
| <del>STBG</del> -PL Match | \$ 13,005  |
| ( <del>Metro</del> ODOT)  |            |

**TOTAL \$ 126,635**



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## Investment Areas (Corridor Refinement and Project Development)

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**Staff Contact:** Malu Wilkinson, malu.wilkinson@oregonmetro.gov

### Description

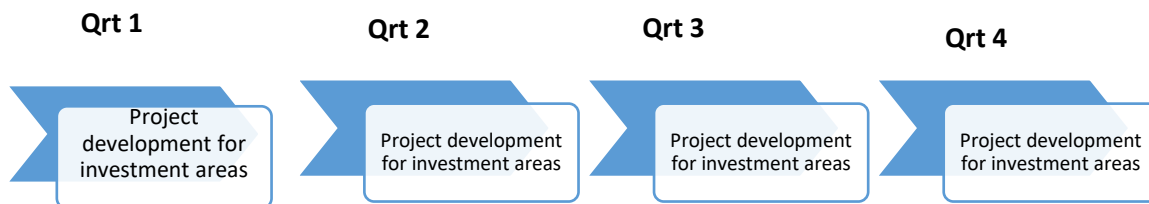
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2021-2022, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, Columbia Connects, 82<sup>nd</sup> Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, Max Redline Enhancements, mobility and transit capacity improvements across the region.

This is an ongoing program, staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

### Key Project Deliverables / Milestones



# FY 2022-23 Unified Planning Work Program

## FY 2022-23 Cost and Funding Sources

### Requirements:

Personnel Services \$ ~~340,217~~~~319,617~~

Materials & Services \$ 36,600

Indirect Costs \$ ~~203,790~~~~191,451~~

**TOTAL \$ ~~580,607~~~~547,668~~**

### Resources:

~~STBG~~ \$ ~~92,595~~

~~STBG Match (Metro)~~ \$ ~~10,598~~

Metro Direct \$ ~~477,414~~~~547,668~~

Contribution

**TOTAL \$ ~~580,607~~~~547,668~~**

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## TV Highway Transit and Development Project

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**Staff Contact:** Eryn Deeming Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

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### Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to design high-capacity transit, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor, building on recent work undertaken by Washington County. It also brings together community to strategize future equitable development to disrupt inequitable historic patterns and counteract forces of gentrification when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.

The program began in the fiscal year 2021-22. In that year, the project convened a group to create an equitable development strategy (EDS). This coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area is responsible for developing a strategy with the community. In addition, the project created a steering committee that includes elected officials and members of this coalition. The Steering Committee is charged with identifying a locally preferred alternative (LPA) for a Bus Rapid Transit (BRT) project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

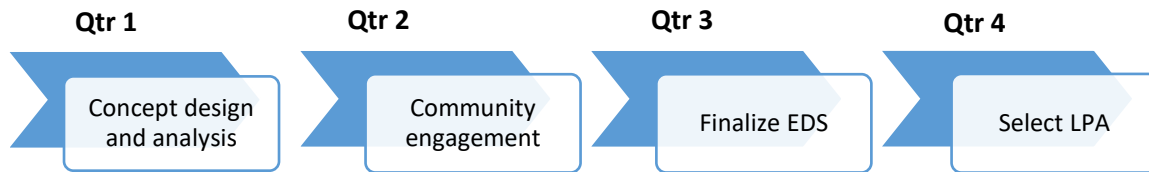
The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the goal is to advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with the implementation of the OTC Strategic Action Plan's Equity and Modern Transportation System goals. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

## FY 2022-23 Unified Planning Work Program

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                               |
|----------------------|-------------------------------|
| Personnel Services   | \$ <del>506,570,493,695</del> |
| Materials & Services | \$ 300,000                    |
| Indirect Costs       | \$ <del>303,435,295,723</del> |

#### Resources:

|                                                           |                               |
|-----------------------------------------------------------|-------------------------------|
| STBG                                                      | \$ 224,043                    |
| <del>STBG Match (Metro)</del>                             | <del>\$ 25,643</del>          |
| HOPE - TV Highway (FTA Grant)                             | \$ 425,000                    |
| HOPE - TV Highway (FTA Grant) Match (Metro)               | \$ 47,222                     |
| <u>TV Highway Flex Transfer (FTA Grant)</u>               | <u>\$ 244,630</u>             |
| <u>TV Highway Flex Transfer (FTA Grant) Match (Metro)</u> | <u>\$ 27,999</u>              |
| Metro Direct Contribution                                 | \$ <del>365,155,367,511</del> |

**TOTAL \$ 1,110,0051,089,418**

**TOTAL \$ 1,110,0051,089,418**

The budgeted amount for Materials & Services includes costs for consultant activities.

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## 82<sup>nd</sup> Avenue

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**Staff Contact:** Elizabeth Mros-O'Hara, [elizabeth.mros-ohara@oregonmetro.gov](mailto:elizabeth.mros-ohara@oregonmetro.gov)

### Description

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Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT will complete an Alternatives Analysis, Conceptual Design, Travel Reliability Analysis, and Electric Bus Feasibility Analysis and to advance Transit Project Development on the 82nd Avenue Corridor. This work will be coordinated with community partners, and will leverage TriMet's Division Transit Project and the City of Portland's Civic Corridor Program to improve safety and livability on the corridor.

Metro is requesting a \$850,000 Areas of Persistent Poverty grant from the FTA to develop a coordination strategy to work across jurisdictions; develop transit goals and objectives; coordinate and facilitate engagement with a focus on historically disadvantaged communities in the corridor; conduct a travel time and reliability analysis to inform transit project design; develop a conceptual design; and a get agreement on a transit concept, and estimate the feasibility of using articulated electric buses in the corridor. The alternatives analysis will identify the preferred transit alternative and set the project up to integrate with an Equitable Development Strategy and qualify for federal funding. The preferred transit concept will be adopted into partner agency plans and the 2023 RTP in summer to fall 2023. The project will then pursue NEPA and Federal Transit Administration funding.

TriMet's Line 72 is the highest ridership bus line in the TriMet system providing a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd Avenue MAX station serving many low income areas. This project would reduce the significant bus delays and coordinate the transformation of bus service on 82nd Avenue with the Jurisdictional Transfer process to ensure that improvements result in the best outcome for safety and high-quality and reliable transit service (potentially a BRT). Relatedly, the partners are working on Equitable Development Strategy to build opportunity in the area in partnership with the community.

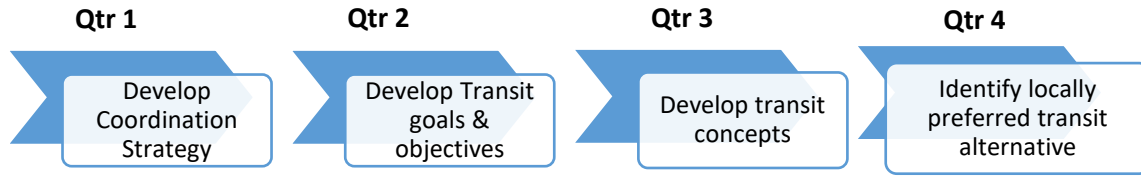
Milestones and deliverables include:

- Interagency and community coordination strategy
  - Transit Steering Committee
  - Transit goals and objectives
  - Communications and outreach plan
  - Technical analysis of transit concepts and summaries of performance
  - A locally preferred transit alternative with Steering Committee and input from community and stakeholders
-



## FY 2022-23 Unified Planning Work Program

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                               |
|----------------------|-------------------------------|
| Personnel Services   | \$ <del>247,794</del> 229,769 |
| Materials & Services | \$ 450,000                    |
| Indirect Costs       | \$ <del>148,429</del> 137,632 |

#### Resources:

|                           |                               |
|---------------------------|-------------------------------|
| STBG                      | \$ 244,697                    |
| STBG Match (Metro)        | \$ 28,007                     |
| Metro Direct Contribution | \$ <del>573,519</del> 544,697 |

**TOTAL** \$ ~~846,223~~817,401

**TOTAL** \$ ~~846,223~~817,401

The budgeted amount for Materials & Services includes costs for consultant activities.

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## MPO Management and Services

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**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

### Description

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The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

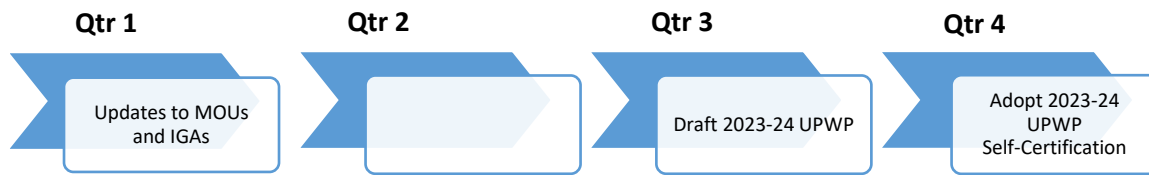
- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (*effective through June 30, 2022*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 31, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2024*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

## FY 2022-23 Unified Planning Work Program

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

### Key Project Deliverables / Milestones

The primary deliverable include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                           |
|----------------------|---------------------------|
| Personnel Services   | \$ <u>291,844,278,644</u> |
| Materials & Services | \$ 28,000                 |
| Indirect Costs       | \$ <u>174,815,166,908</u> |

#### Resources:

|                           |                           |
|---------------------------|---------------------------|
| PL                        | \$ <u>368,781,349,842</u> |
| PL Match (ODOT)           | \$ <u>42,209,40,041</u>   |
| Metro Direct Contribution | \$ 83,669                 |

**TOTAL** \$ 494,659,473,552

**TOTAL** \$ 494,659,473,552

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## Data Management and Visualization

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**Staff Contact:** Cindy Pederson, [cindy.pederson@oregonmetro.gov](mailto:cindy.pederson@oregonmetro.gov)

### Description

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Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency and performance measurement activities.

The Data Resource Center's work in FY 2022-23 will span all of these disciplines. In the fields of data management and analytics, the DRC will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Regional Transportation Plan Update, the Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will continue implementing the department's Equity Analytics Strategy.

The Data Resource Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Economic Value Atlas, an economic development planning tool that has become a platform used to provide geographic analysis layers for other programs such as the Regional Flexible Funds Allocation, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

The Data Resource Center will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining its current technology stack and publishing data on a continual basis (quarterly RLIS Live updates). RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, public transit routes, and annual updates to crash data and vehicle miles traveled. Demographic and land use data included in RLIS, such as the American Community Survey and zoning plans, also inform transportation planning. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region.

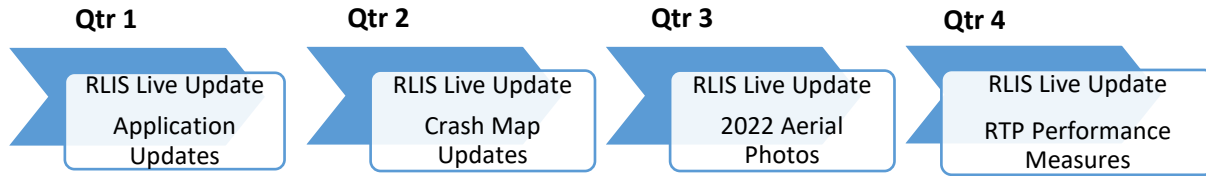
RLIS, Metro's Geographic Information System (GIS), is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro's MPO responsibilities.

For additional information about the Data Resource Center's data management and visualization projects, email [cindy.pederson@oregonmetro.gov](mailto:cindy.pederson@oregonmetro.gov).

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## FY 2022-23 Unified Planning Work Program

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                             |
|----------------------|-----------------------------|
| Personnel Services   | \$ 1,153,328                |
| Materials & Services | \$ <del>464,770</del> 1,900 |
| Indirect Costs       | \$ 690,843                  |

#### Resources:

|                           |                                   |
|---------------------------|-----------------------------------|
| 5303                      | \$ <del>574,385</del> 394,886     |
| 5303 Match (Metro)        | \$ <del>65,741</del> 45,196       |
| STBG                      | \$ <del>\$461,480</del> 201,893   |
| <u>STBG Match (Metro)</u> | <u>\$ 29,710</u>                  |
| STBG Match (ODOT)         | \$ 23,108                         |
| Metro Direct Contribution | \$ <del>1,154,518</del> 1,250,989 |

**TOTAL \$ 2,308,9411,916,071**

**TOTAL \$ 2,308,9411,916,071**

The budgeted amount for Materials & Services includes costs for consultant activities.

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## Land Use and Socio-Economic Modeling Program

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region's most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro's partners. The analytical tools are also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2021 – June 2022):

- Regional Economic Forecast Updates/Refinements
- 2020-2045 Distributed Forecast Refinements:
  - TAZ-level Employment by Sector Estimates
  - TAZ-level Household Estimates by Income-Age-Head of Household Cross-Classification
- Analysis of Census 2020 Data
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory

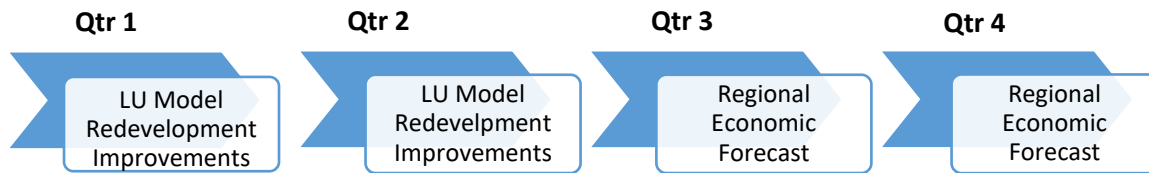
Work to be initiated/continued/completed (July 2022 – June 2023):

- Land Use Model Improvements
  - Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
  - Refinement of Regression-based Approach to Forecasting Redevelopment Supply
  - Development of a New Land Use Model Platform to Replace MetroScope

## FY 2022-23 Unified Planning Work Program

- Development New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
- Analysis/Application of Census 2020 Data

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                               |
|----------------------|-------------------------------|
| Personnel Services   | \$ 152,302                    |
| Materials & Services | \$ <del>133,250</del> 132,300 |
| Indirect Costs       | \$ 91,229                     |

#### Resources:

|                           |                               |
|---------------------------|-------------------------------|
| 5303                      | \$ <del>211,260</del> 200,137 |
| 5303 Match (Metro)        | \$ <del>24,180</del> 34,352   |
| Metro Direct Contribution | \$ <del>141,341</del> 141,341 |

**TOTAL \$ ~~376,781~~375,831**

**TOTAL \$ ~~376,781~~375,831**

The budgeted amount for Materials & Services includes costs for consultant activities.

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## Travel Model Program

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**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

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The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro's jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region's most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro's partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region's progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2021 – June 2022):

- Trip-based Model Improvements and DTA Model Development in Support of Regional Pricing Studies:
- Multi-Criterion Evaluation (MCE) Tool Refinement in Support of Regional Pricing Studies
- Freight Model Dashboard Development and Validation
- VisionEval Reference Scenario Development and Sensitivity Testing
- Mobility Policy Update Metric Research and Testing
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

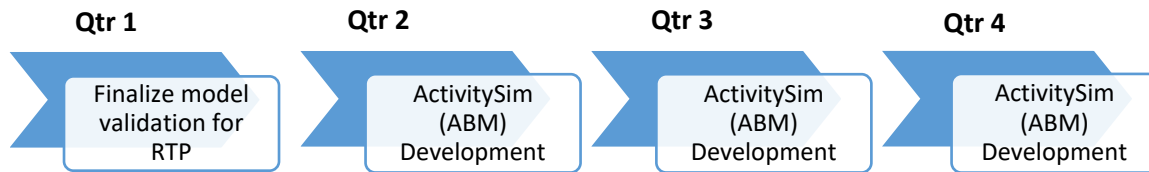
Work to be initiated/continued/completed (July 2022 – June 2023):

- Travel Demand Calibration/Validation to 2020 Base Year Conditions for RTP Application
  - Release New Model Version and Finalize Validation Report
- Activity-based Travel Demand Model (i.e., ActivitySim Development)
  - Update Population Synthesizer (i.e., PopSim)
  - Refine MAZs/TAZs, Networks
  - Existing (Survey) Year Implementation
  - Initial Calibration, Reasonableness Checking, and Region-Specific Customization



## FY 2022-23 Unified Planning Work Program

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

#### Requirements:

|                      |                                   |
|----------------------|-----------------------------------|
| Personnel Services   | \$ 341,972                        |
| Materials & Services | \$ 180, <del>250</del> <u>600</u> |
| Indirect Costs       | \$ 204,841                        |

#### Resources:

|                           |                                        |
|---------------------------|----------------------------------------|
| 5303                      | \$ <del>\$267,127</del> <u>356,543</u> |
| 5303 Match (Metro)        | \$ <del>\$30,574</del> <u>440,808</u>  |
| Metro Direct Contribution | \$ <del>179,712</del>                  |
| Local Support             | \$ 250,000                             |

|              |                                        |              |                                        |
|--------------|----------------------------------------|--------------|----------------------------------------|
| <b>TOTAL</b> | <b>\$ 727,<del>063</del><u>413</u></b> | <b>TOTAL</b> | <b>\$ 727,<del>063</del><u>413</u></b> |
|--------------|----------------------------------------|--------------|----------------------------------------|

The budgeted amount for Materials & Services includes costs for consultant activities.



EQUITY

# 2023 Regional Transportation Plan Update

*The region’s goals are only met when everyone shares in the benefits. Investing in transportation for marginalized communities will get us there.*

*The greater Portland region has made progress in restoring transportation justice, but some deep-seated inequities remain.*

## The region’s approach to equity

The Regional Transportation Plan (RTP) directs Metro and its transportation agency partners to “prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes.” Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure, particularly near transit stops.



## Equity Focus Areas

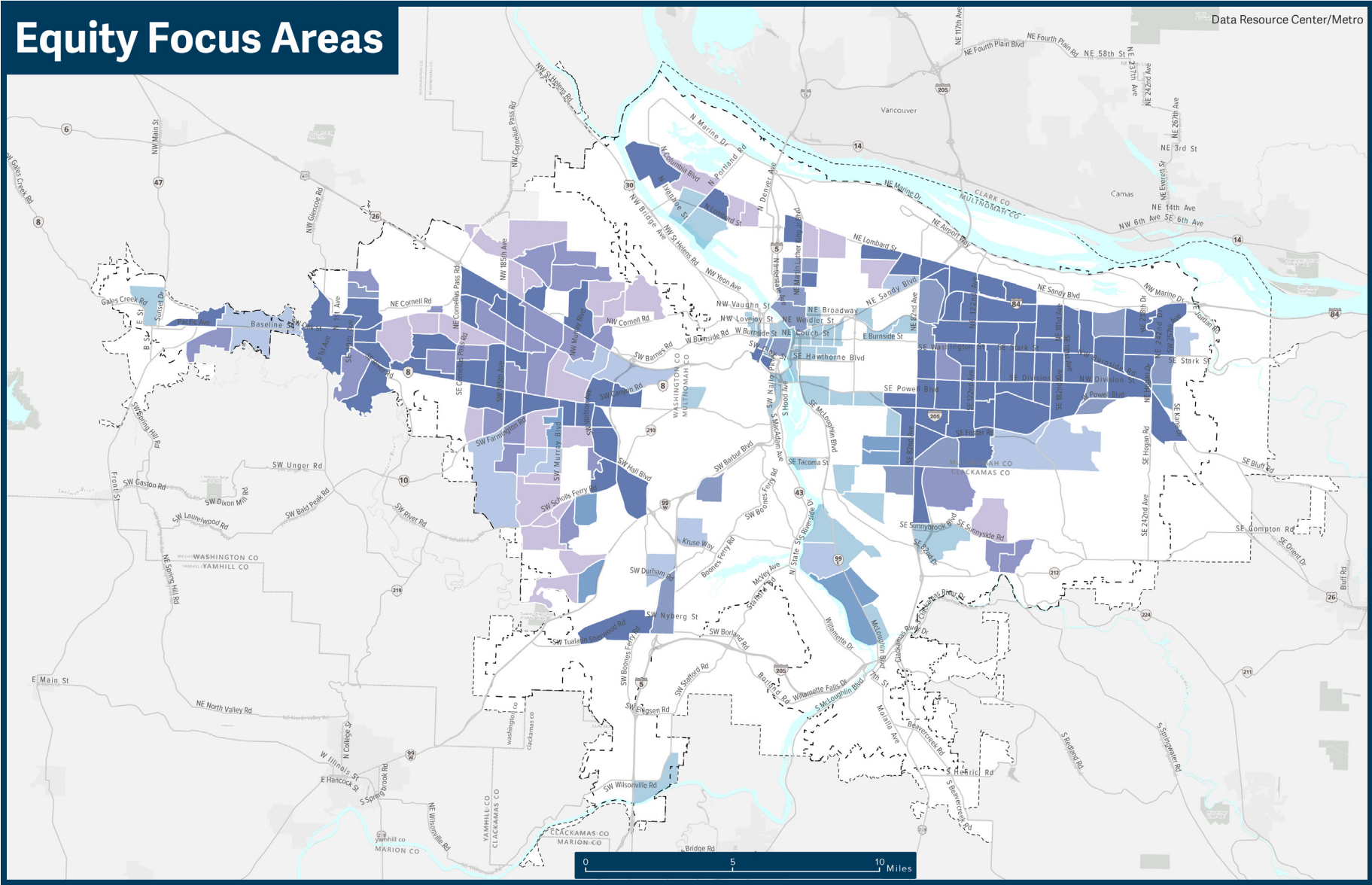
Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans and investments toward meeting these communities’ needs, while accounting for regional growth and change. Figure 1 shows which marginalized groups are present in each EFA. EFAs are located throughout the region, and there are concentrations of EFAs in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County.



## Did you know...

- ◆ Home values rose by 48% from 2015 to 2020 and continued to increase during the pandemic. Home ownership rates are lower among people of color than they are among white people.
- ◆ The region is aging. The share of people 65 and older is growing, while all other age groups are declining. However, people under 44 will continue to be in the majority through 2045.
- ◆ The COVID-19 pandemic had particularly severe and long-lasting impacts on people of color and workers with low incomes. Black and Latino Americans were twice as likely to be hospitalized and three times as likely to die due to COVID-19 as white Americans.

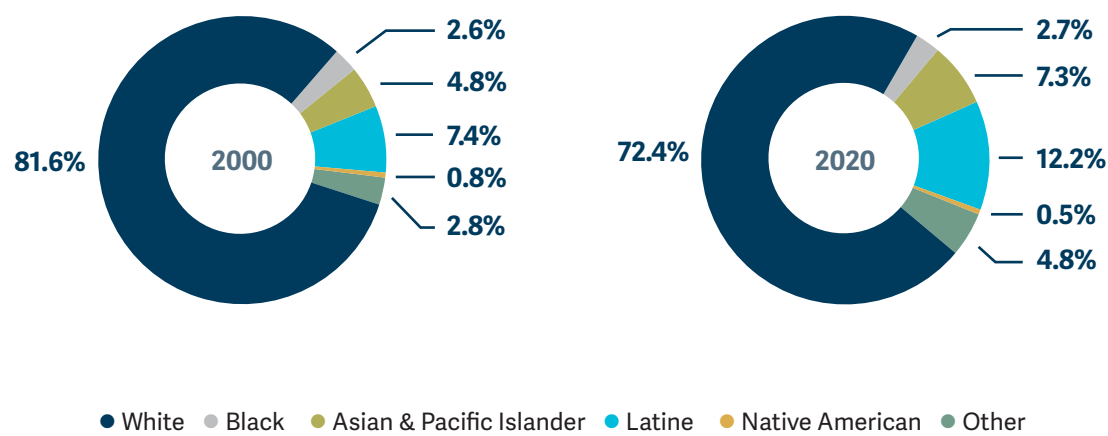
Figure 1. Equity focus areas, 2020 ([explore this map in more detail here](#))



## Recent demographic and economic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has been increasing steadily over the past several decades; from under 1% in 1960 to 28% in 2020. Figure 2 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020, during which the share of residents who identify as people of color grew from 18% to 28%.

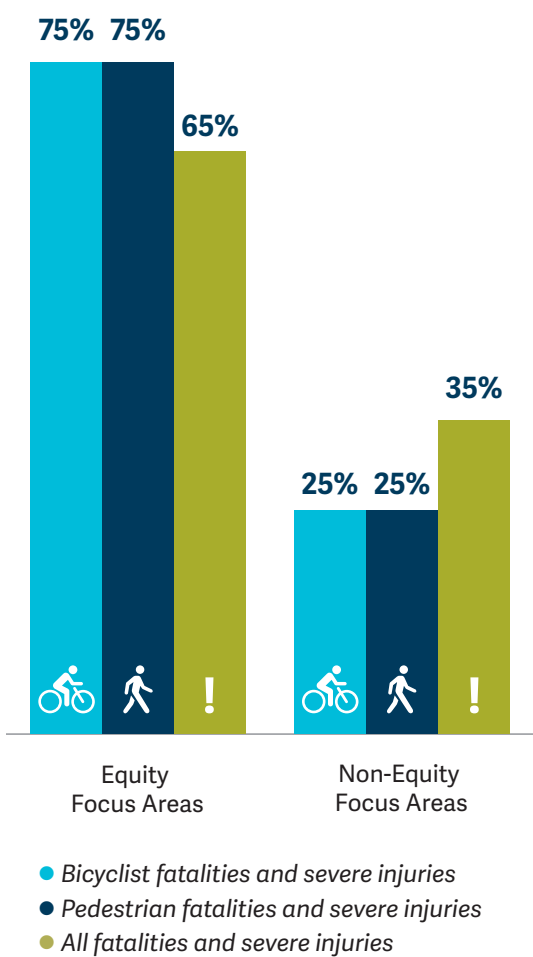
Figure 2. Population by race and ethnicity in the seven-county region, 2000 and 2020



## Crashes and equity

A majority (65%) of fatal and severe injury crashes—and 75% of those crashes that involve pedestrians and bicyclists—are in EFAs (Figure 3). Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.

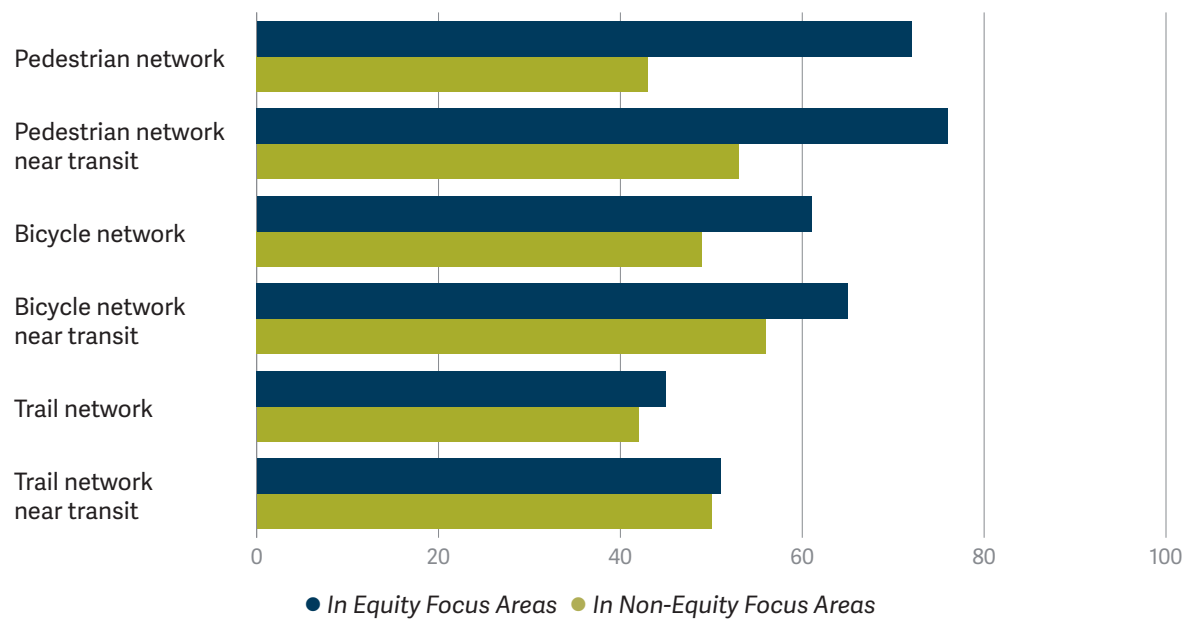
Figure 3. Percentage of average annual traffic fatalities and severe injuries in EFAs



## System completeness in Equity Focus Areas

The active transportation network is generally more complete in EFAs than in other communities (Figure 4). However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections.

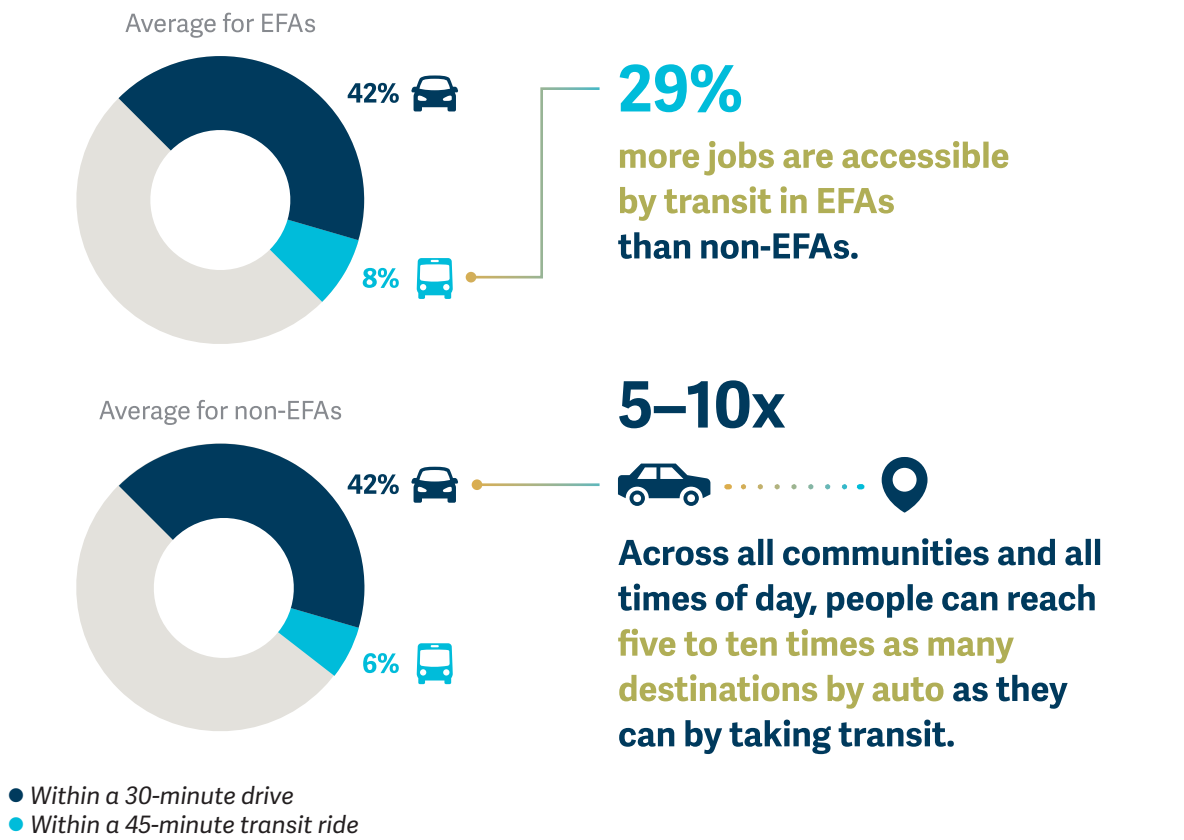
Figure 4. System completeness by network type and geography



## Access to destinations via transit

EFA residents say that they need better transit connections between their communities and their destinations. Transit is the most affordable mode for longer-distance trips in the region. EFAs have better access to destinations by transit than other communities, but the transit system does not connect people to destinations nearly as well as driving does (Figure 5).

Figure 5. Percentage of jobs accessible during rush hour







MOBILITY AND CLIMATE

# 2023 Regional Transportation Plan Update

Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

## Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

## Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation system so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas— which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 1. Greater Portland Climate Smart Strategies

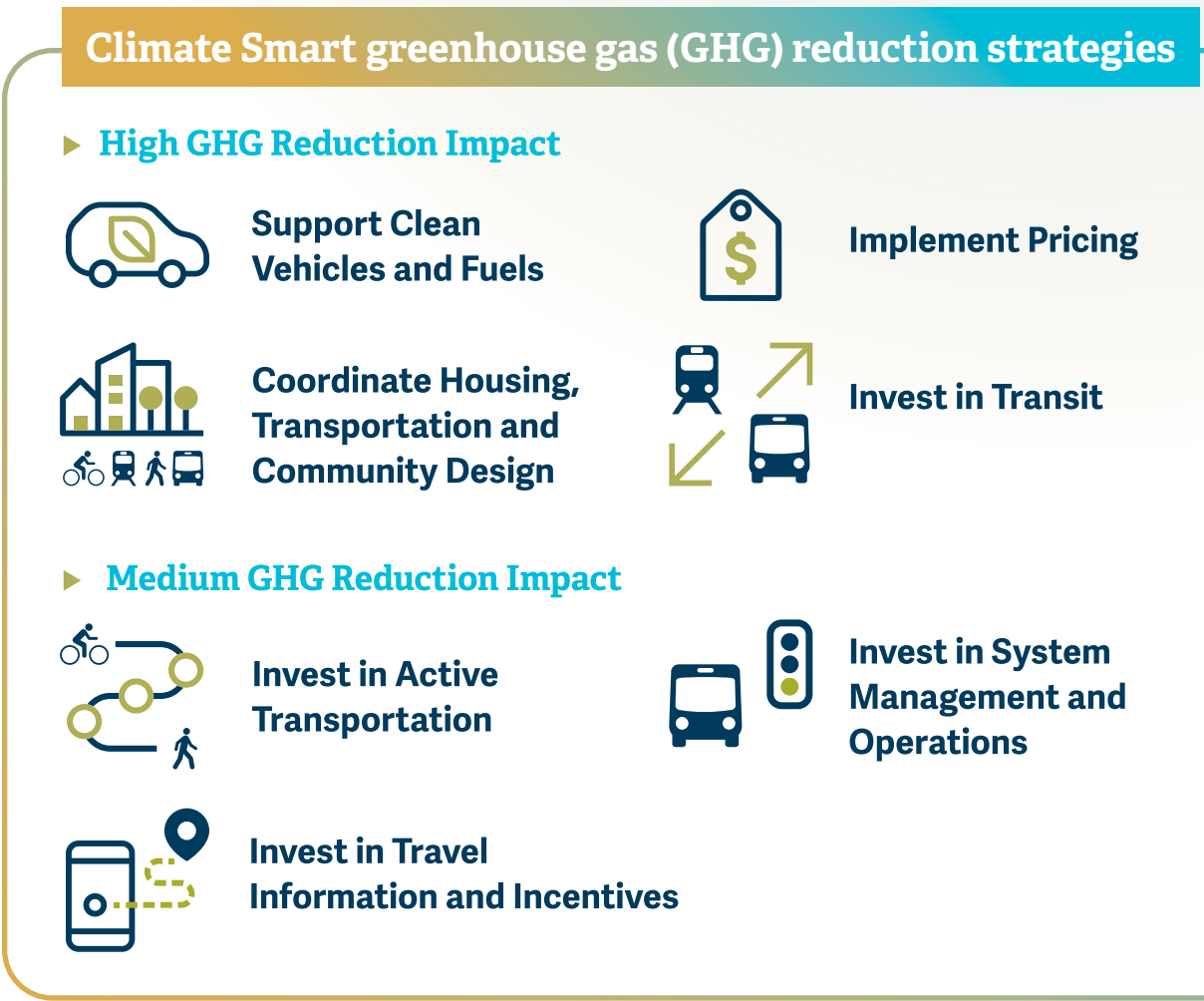
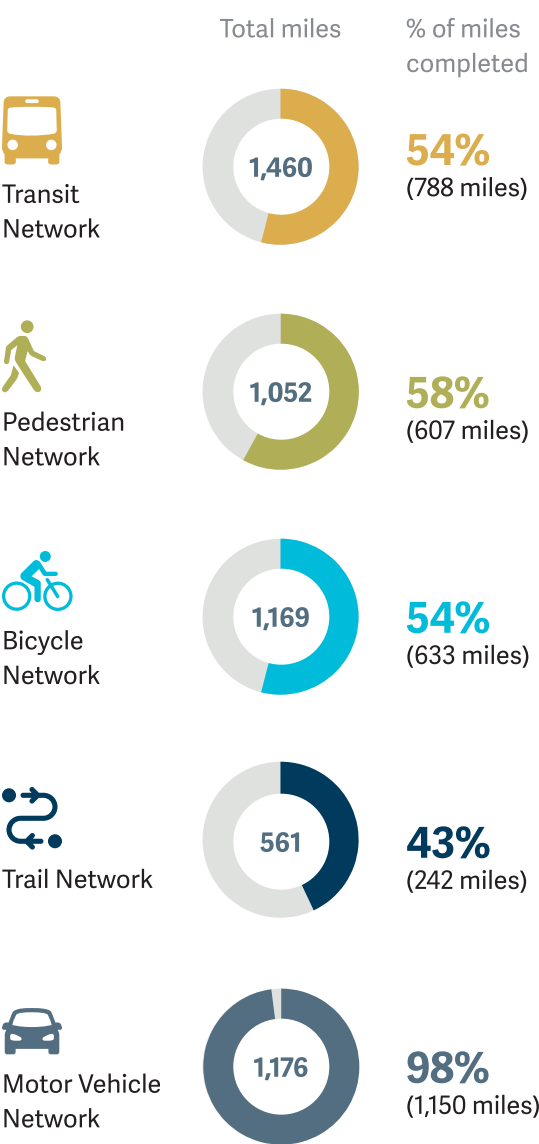


Figure 2. System completeness by modal network



### Did you know...

- Between 2015 and 2020, the region grew significantly—by 135,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (10.1%)—and this growth is projected to continue.
- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.
- Teleworking is a fast-growing mode. In 2020, 10% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving and 7% by transit.

Vehicle miles traveled trends

VTM per capita measures how many miles the average person in the Portland region drives each day. As shown in Figure 3, per capita VMT in the region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020 (see below) there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing parking) to meet ambitious greenhouse gas and VMT reduction targets.

Figure 3. VMT per capita for the region and the US

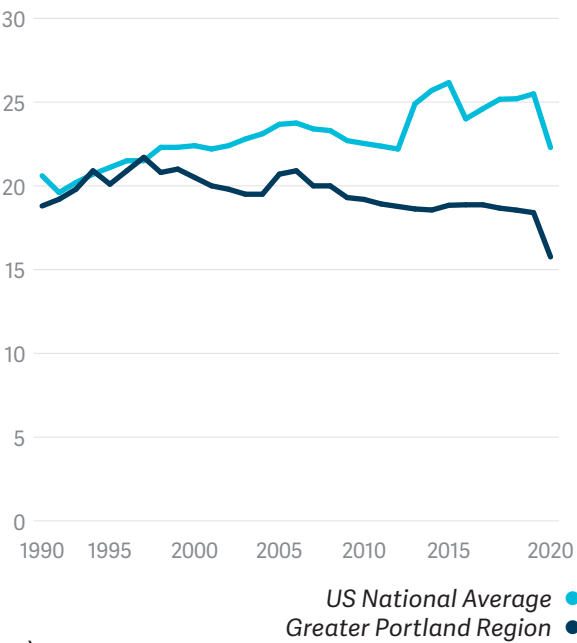


Figure 4. Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)

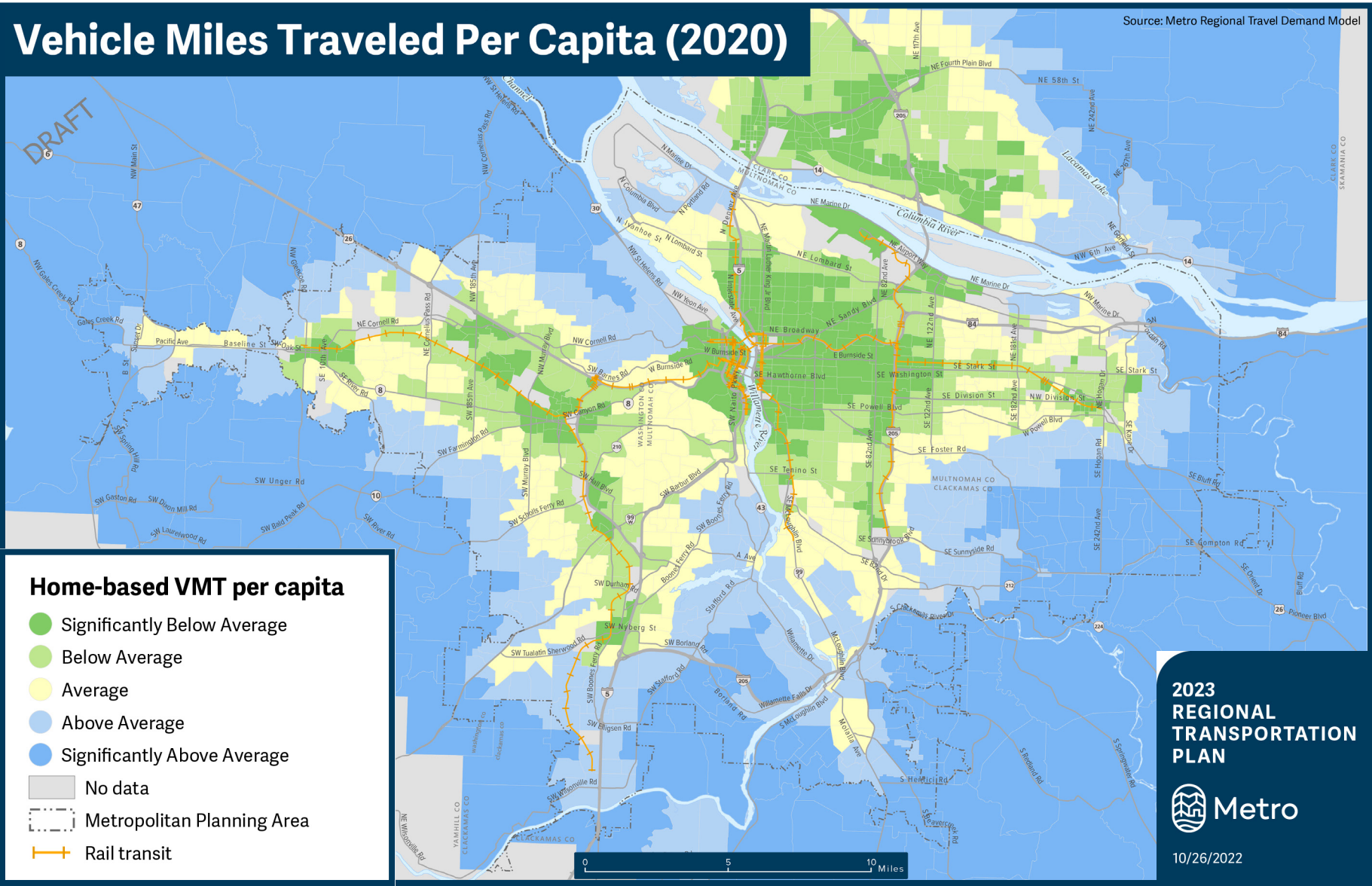
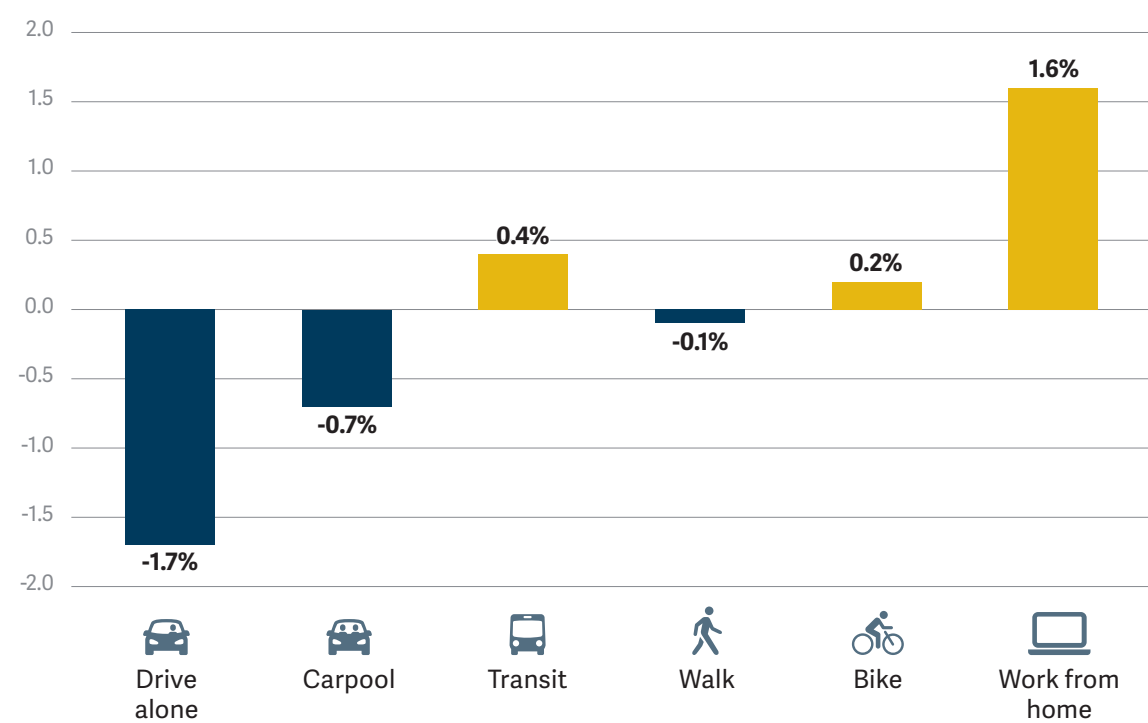


Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

VMT per capita is determined in large part by the share of trips that people take by modes other than driving. Reducing private vehicle trips is a significant part of reducing VMT per capita. Figure 5 shows change in regional mode shares for commute trips over the past decade. The share of people who drove to work, whether alone or in a carpool, fell, while the share of people who worked from home rose.

Figure 5. Change in mode share, 2010-2019



Based on US Census Bureau's 5 Year American Community Survey Estimates 2006-2010, and 2015-2019 for all tracts that intersect the Metro boundary





Metro

## SAFETY

# 2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

### The region's approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering street design, speeds, people's behavior, and vehicles (Figure 1). Transportation agencies in the region use [proven safety countermeasures](#) to reduce roadway fatalities and serious injuries, including speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The guiding principles of the Safe System approach (Figure 2) acknowledge that people will make mistakes and may have road crashes—but the system should be designed

Figure 1. Components of the Safe System approach



so that those crashes will not result in death or serious injury. The Safe System approach emphasizes separation between people walking and bicycling and motor vehicles, access management and median separation of traffic, and survivable speeds.

Adopted Regional Transportation Plan (RTP) policies identify strategies and actions for regional partners to improve traffic and personal safety on the region's roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools, and increasing access to transit.

### Did you know...

- ◆ About half (51%) of planned capital investments in the financially constrained 2018 RTP were safety benefit projects.
- ◆ Traffic fatalities in the Portland region have been increasing, except among people bicycling.
- ◆ Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2016 to 2020, speed was involved in 35% of fatal crashes.
- ◆ Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.
- ◆ The Portland region has fewer fatal crashes than other metro regions. Though it is the 25th most populous region in the US, it has the 50th highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.
- ◆ The regional pedestrian fatality rate increased from 1.22 in 2011-15 to 1.83 in 2016-20. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making crashes more dangerous for pedestrians.

Figure 2. Guiding principles of the Safe System approach

### Safe System Approach



It is possible to **PREVENT ALL** traffic deaths



Proactively integrate **HUMAN FAILING** into design



**FOCUS** on analyzing **FATAL** and **SEVERE CRASHES**



**PROACTIVELY** design a forgiving system

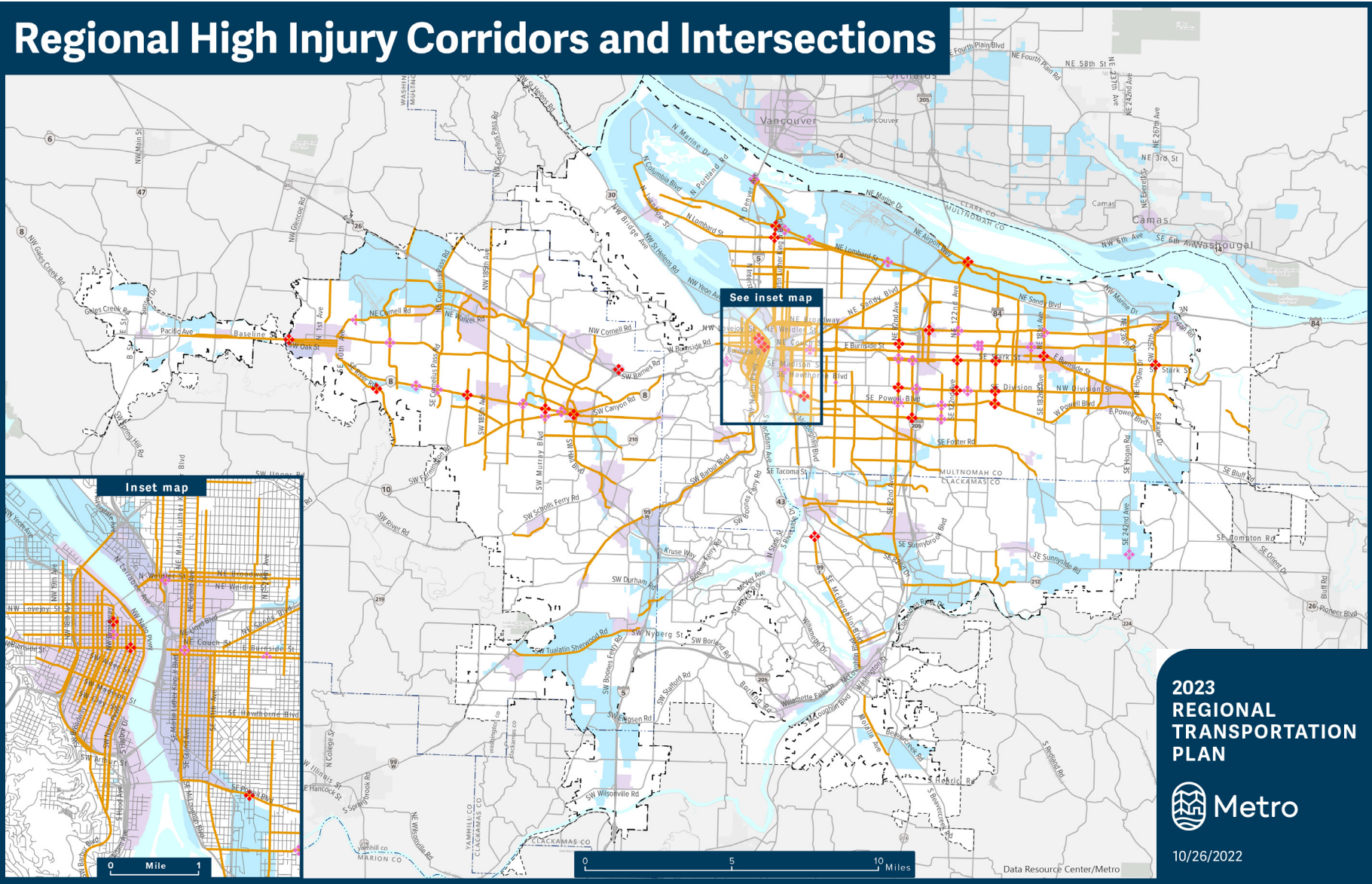


Saving lives is **NOT EXPENSIVE**





Figure 3. High injury corridors and intersections in the region ([explore this map in more detail here](#))



## Regional High Injury Corridors

A majority of traffic deaths occur in a relatively small number of locations, mostly along arterial roads. Making these streets and intersections safer is critical to reducing crashes in the region. Figure 3 shows High Injury Corridors (where 60% of the region's fatal and serious crashes occur) and High Injury Intersections (those that are in the top 5% for severe injury rates are marked in pink; those that are in the top 1% are marked in red).

## Traffic deaths and serious injuries

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. The latest data show that there is more work to do.

Traffic deaths are increasing (Figure 4). Severe injuries are also increasing, but more slowly, and there have been some declines during recent years. Overall, the region is not on track to meet its Vision Zero goal.

## People who are walking and biking are particularly vulnerable

The vast majority of crashes in the region only involve vehicles. However, bicyclists, motorcyclists, and especially pedestrians are vulnerable travelers who face significantly higher risk of death when they are involved in crashes. As Figure 5 shows, though only 2% of crashes involve pedestrians, pedestrians represent 38% of traffic deaths. Protecting pedestrians is critical to preventing serious crashes.

- Top 1% High Injury Intersections
- Top 5% High Injury Intersections
- High Injury Corridors
- Central city; Regional center; Town center
- Employment/Industrial
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

Figure 4. Annual traffic fatalities, compared to the trend, and target, 2009-2020 region

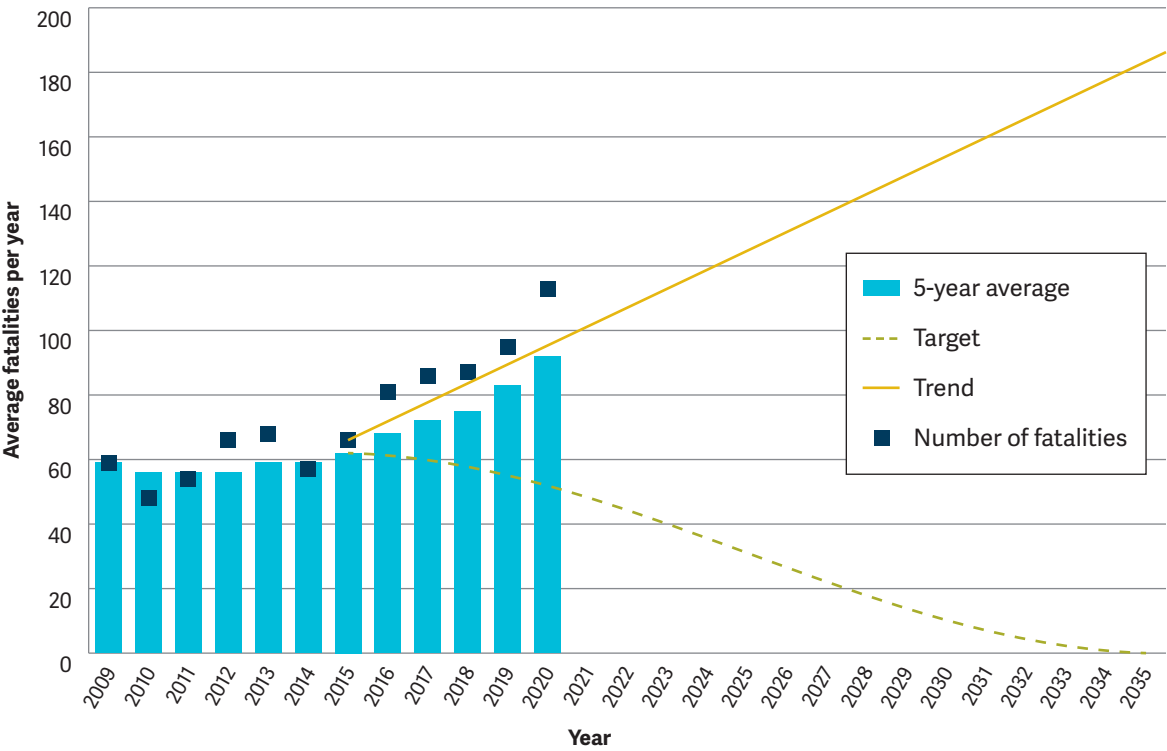
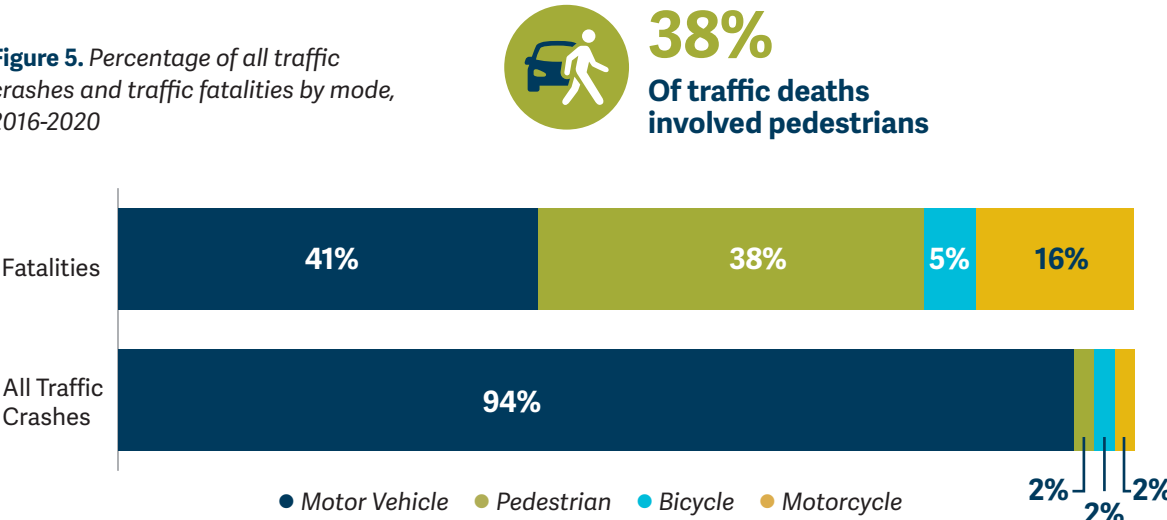


Figure 5. Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020



# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

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

Date/time: Friday, November 4, 2022 | 9:00 a.m. to 12:00 p.m.

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

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Chris Ford  
Karen Williams  
Laurie Lebowsky-Young  
Lewis Lem  
Katherine Kelly

## **Affiliate**

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

## **Alternates Attending**

Jamie Stasny  
Sarah Paulus  
Mark Lear  
Peter Hurley  
Dayna Webb  
Melissa Johnstone  
Mike McCarthy  
Jamie Snook  
Neelam Dorman  
Glen Bolen  
Gerik Kransky

## **Affiliate**

Clackamas County  
Multnomah County  
City of Portland  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Troutdale and Cities of Multnomah County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Transportation  
Oregon Department of Environmental Quality

## **Members Excused**

Don Odermott  
Tara O'Brien  
Idris Ibrahim  
Jasmine Harris  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

## **Affiliate**

City of Hillsboro & Cities of Washington County  
TriMet  
Community Member  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology



**Guests Attending**

Andre Lightsey-Walker  
 Bryan Graveline  
 Chris Smth  
 Cody Field  
 Cora Potter  
 Dave Roth  
 Francesca Jones  
 Jean Senechal-Biggs  
 Jessica Engelmann  
 Jessica Pelz  
 Jonathan Maus  
 Krisann Washington  
 Laura Terway  
 Lidwien Rahman  
 Lucia Ramirez  
 Matthew Hall  
 Max Nonnamaker  
 Mel Krnjaic Hogg  
 Michael Weston  
 Mike Foley  
 Nick Fortey  
 Sara Wright  
 Steve Kelley  
 Will Farley

**Affiliate**

The Street Trust  
 PBOT  
 Citizen Activist  
 City of Tualatin  
 TriMet  
 City of Tigard  
 PBOT  
 City of Beaverton  
 City of Beaverton  
 Washington County  
 Bike Portland  
 City of Troutdale  
 City of Happy Valley  
 Oregon Department of Transportation  
 Oregon Department of Transportation  
 WSP  
 Multnomah County  
 PBOT  
 City of King City  
  
 FTA  
 Oregon Environmental Council  
 Washington County  
 City of Lake Oswego

**Metro Staff Attending**

Alex Oreschak, Ally Holmqvist, Andrea Pastor, Caleb Winter, Cindy Pederson, Dan Kaempff, Eliot Rose, Grace Cho, Grace Stainback, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Ted Leybold, Thaya Patton

**Call to Order, Declaration of a Quorum and Introductions**

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

**Comments from the Chair and Committee Members**

- **Responses from Wufoo feedback from committee members** (Chair Kloster)  
 TPAC community member recruitments are now taking place for new terms. Chair Kloster shared information on comments how the committee can better support new community members. It was noted that possible workshops or dedicated scheduled times before meetings allow for understanding materials and clarity of issues.

Discussion was held on meeting packets for section identification in which to find associated materials to agenda items (currently via bookmarks in pdfs), the use of cameras turned on or off during meetings (for attendees not on the panel videos are not shown online, which

provides no record of voting at meetings as an attendee), and why videos are not posted with the audio recordings at meetings. Future discussion of committee protocols can include resources and process for video recordings, methods and timelines for accepting written testimonials on committee agendas, printed packets with accessibility for more readability, and demonstrations online for where materials are found.

It was noted the transcripts online at meetings provided via closed caption do not replace minutes from meetings and are not posted with minutes. Metro continues to have discussions for hybrid meetings with details being planned for location at MRC, accessibility issues and resources to hold the meetings and workshops. As more details become known they will be shared with the committee.

- **Updates from committee members and around the Region (all)**  
Lewis Lem posted in chat: news from Port of Portland -- grant award announced last week for Marine Terminal T6 -- <https://www.portofportland.com/Newsroom/Port-of-Portland-Receives-Grants-for-Terminal-6-Modernization>
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during October 2022. Questions on the monthly MTIP amendment projects can be directed to Ken Lobeck.
- **Fatal crashes update** (Lake McTighe) It was noted there was no memo in the meeting packet this month. An evaluation of how materials are presented to be more useful for the committees is being planned. A survey to committees will be provided soon on this issue. Ms. McTighe reported that in the three counties at least 8 people have died in traffic crashes since the last report to the committee. At least 102 people have been killed in traffic crashes this year in the three counties, and 430 in the state. Higher percentages of fatal crashes individuals come from walking/biking/motorcycle because of their vulnerability with traffic. A webinar link to be held Nov. 16 was shared: Safe Systems webinar from the Collaborative Sciences Center for Road Safety: How to get Safe Systems wrong...and how to get it right <https://www.roadsafety.unc.edu/profdev/cscrs-webinar-series/>
- **Equitable Transportation Funding Research Report** (Lake McTighe) The Equitable Transportation Funding Research Report will be presented to the Metro Council at the Nov. 15 Council work session. The report was added to the final TPAC packet for this meeting. Appreciation was given to the committee for their comments and feedback to the report.

**Public Communications on Agenda Items** – none received

**Consideration of TPAC Minutes from October 7, 2022**

**MOTION: To approve minutes from October 7, 2022.**

Moved: Eric Hesse

Seconded: Laurie Lebowsky-Young

**ACTION: Motion passed with one abstention; Karen Williams**

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5291** (Ken Lobeck, Metro)

The November FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP)

Formal/Full Amendment bundle was presented. This continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The November amendment bundle contains a total of six projects. They include:

- Adding two new ODOT projects that will begin the deployment of the National Electric Vehicle Infrastructure (NEVI) fast charging stations in Oregon along I-205 from I-5 to the Abernathy Bridge
- Adding ODOT's new American Disabilities Act (ADA) curb and ramp design project, phase 1 for FFY 2024-27.
- Completing a scope adjustment adding site locations as part of the project to ODOT's Willamette Stormwater Source Control Improvements project
- Adding funding to address cost increases to ODOT's OR141 ADA Curb and Ramp improvement project and Metro Parks/Portland Parks Willamette Greenway Columbia Blvd Bridge project

Comments from the committee:

- Eric Hesse noted the importance of tracking and monitoring the Infrastructure Investment and Jobs Act (IIJA) funding with projects, part of the 2 new ODOT National Electric Vehicle Infrastructure (NEVI) charging stations planned funded primarily from IIJA funds. It was noted Portland is also about to bring an EV Readiness set of code updates to support charging in multifamily.
- Chris Ford noted the Executive Summary of the Oregon National Electric Vehicle Infrastructure Plan starts on page 87 to the meeting packet. In the plan funding strategies, charging locations and corridors are described. Additional information shared:
  - FY22 funding: ODOT aims to build out I-5, US 97, and I-205. FY23 funding will focus on I-84, I-82, and US 20. With FY24 funding Oregon anticipates build out of US 26, US 101, and I-405.
  - Federal govt has yet to publish final "minimum guidance" for the composition of stations. Station location / design planning cannot proceed until we have.
  - ODOT has submitted NEVI plan to USDOT.
  - No specific locations are established at this time, but shows two stations in I-205 corridor.
  - ODOT will be facilitating investments through public-private partnerships, and will not choose the site, nor own, operate, install nor maintain the charging stations -- the private sector will do that.
  - No RFPs will be issued until mid 2023
- Karen Buehrig noted the \$20m investment for designing curb ramp improvements. It was important to see the region focusing on these investments, but noted this investment alone was for design in corridors throughout the region. Chris Ford added funds are for fixing and repairing existing ramps now, but with additional funds allow for designing a more comprehensive system in the region.
- Jaimie Lorenzini asked if ODOT has identified locations for the charging stations on I-205 that are less than 50 miles apart (as proposed to those on I-84). Mr. Lobeck noted the map provided was not well suited for scale to show these areas. Mr. Ford added the locations are not confirmed yet, but the climate office website provides more clarity on possible locations and types of electric charging stations planned.  
<https://www.oregon.gov/odot/climate/pages/nevi.aspx>

- Eric Hesse noted the opportunity for leveraging investments with communities and local planning which can help identify gaps in equity networks.

**MOTION:** TPAC provides JPACT an approval recommendation of Resolution 22-5291 consisting of six amended projects enabling federal reviews and fund obligations to then occur.

Moved: Jaimie Lorenzini

Seconded: Chris Deffebach

**ACTION:** Motion passed unanimously.

**Metro/ODOT Regional Mobility Policy Update: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan (RTP)** (Kim Ellis, Metro/Glen Bolen, ODOT) The presentation began with a proposed recommendation to JPACT on draft mobility policy and next steps. It was noted the recommendation does not adopt the policy – that will be considered next year as part of the RTP adoption package. It was noted of the project purpose and timeline.

The current mobility policy is contained in both the 2018 Regional Transportation Plan (RTP) and Policy 1F (Highway Mobility Policy) of the Oregon Highway Plan (OHP). The goal of this update has been to better align the policy and measures with shared regional values, goals, and desired outcomes identified in Metro’s Regional Transportation Plan (RTP) and 2040 Growth Concept, as well as with local and state goals. To that end, the draft policy updates how the region defines and measures desired mobility outcomes for people, goods and services traveling in the Portland area to better support community plans and visions implementing the 2040 Growth Concept and meeting state and regional equity, climate and safety goals.

Proposed draft mobility policies:

**Mobility Policy 1** Ensure that the public’s land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.

**Mobility Policy 2** Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

**Mobility Policy 3** Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

**Mobility Policy 4** Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

**Mobility Policy 5** Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

**Mobility Policy 6** Use mobility performance measures and targets for system planning and evaluating the impacts of plan amendments including Vehicle Miles Travelled (VMT) per capita for homebased trips and VMT/employee for commute trips to/from work, system completeness and hours of congestion on the throughways.

Draft mobility policy performance measures and targets were shared. Measures include:

- VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work
- System Completeness (all modes, TSMO, TDM)
- Hours of Congestion on Throughways (based on average travel speed)

**Draft Policy Implementation Actions 2023 Actions**

Test and refine the draft Regional Mobility Policy through 2023 RTP update (Metro)

- Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP (Metro)
- Report draft mobility performance in needs analysis and system analysis (Metro)
- Further define and map TSMO “Key Corridors” for inclusion in 2023 RTP (Metro/TransPort)
- Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy (Metro)
- Further operationalize policy in RTP congestion management process and corridor refinement planning policies (Metro)
- Develop hours of congestion and travel speed forecasting for throughways guidance (Metro and ODOT)
- Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan (Metro)

#### Draft Policy Implementation Actions 2024 Actions

- Request consideration of the updated Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan (Metro and ODOT)
- Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy (Metro)
- Develop a VMT-based spreadsheet tool to support evaluation of plan amendments (ODOT, 2024-2025 timing)
- Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance (Metro)
- Update ODOT’s Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy (ODOT, 2023-2024 timing)
- Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy (ODOT)
- Develop model codes and guidance to support local implementation (Metro)

#### Draft Policy Implementation Actions 2025 and Beyond Actions

- Implement Regional Mobility Policy through local TSP and comprehensive plan updates (Cities and Counties)
- Incorporate regional mobility policy implementation guidance for TDM into Metro’s Regional Travel Options (RTO) Strategy Update (Metro, 2025-2026 timing)
- Update Transportation Analysis Zones (TAZs) to support local and regional planning needs (Metro, 2026-2028 timing)
- Expand the region’s Dynamic Traffic Assignment capabilities (Metro, timing TBD)
- State and Regional Modeling Collaboration (Metro and ODOT, timing TBD)

Staff recommended the motion:

Recommend JPACT accept the draft regional mobility policy, draft measures and targets, and draft implementation action plan, and support moving forward to test and refine the draft measures and targets as part of the 2023 Regional Transportation Plan update.

Comments from the committee:

- Karen Buehrig appreciated the work done and agreed that this is one of many policies that identifies our system with implications and actions for future work. The proposed motion calls out “accept”. It was asked why the term was used before we move into testing and advising on measures and refinements. Ms. Elis noted the precedent use of the term from previous projects that accept the starting point for next phases of work. This is an operational term that JPACT can do, short of making a recommendation or adopting for final policy. Ms. Buehrig noted a hesitancy with “accept” due to the long list of testing and refinement section.

Slide 18 of the presentation, *Test and refine the draft Regional Mobility Policy through 2023 RTP update* was highlighted with bullets 5 and 7 as both important for better understanding on what they really mean in terms of implications and impacts when we say “accept”.

- *Further operationalize policy in RTP congestion management process and corridor refinement planning policies*
  - *Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan*
- Chair Kloster and Ms. Ellis noted the word “accept” was meant to a reasonable start and direction for the project, not part of policy or adoption. Existing policies in the RTP will be updated as part of this work as further refinements and analysis helps us identify and understand how the impacts and implications for final policy/adoption.
- Jaimie Lorenzini noted the maps in the packet that referred to RTP Expressway Throughways Hours of Congestion Based on Travel Speed Below 35 mph, and RTP Non-Expressway Throughways Hours of Congestion Based on Travel Speed Below 20 mph. It was asked if a side-by-side comparison could be prepared for JPACT that showed current constrained policies vs the 20 mph target, and how the interim policy impacts our signalized throughways with proposed changes.

Referring to maps in the packet, *Vehicle Miles Traveled Per Capita (2020)* the VC seemed much higher in areas where we don’t have bus service. It was noted this might be because we don’t have the density currently to report transit capacity in these locations. How will the VMT/per capita target affect our ability to provide more housing to get to this density for transit service? Mr. Bolen noted expansion planning is different in areas of the region that proposes housing, jobs, retail, business and access to services.

- Chris Deffebach noted on slide 18 of the presentation “Further operationalize policy in RTP congestion management process and corridor refinement planning policies”. It was asked what the most current refinement study was on corridors and if others have been undertaken or completed since. Ms. Ellis noted chapter 8 of the RTP contains a corridor refinement section. For future corridor studies JPACT and Metro Council will decide these based on funding decisions, planning phases and in coordination with other corridor planning studies. This is an area we need to review as part of updating chapter 8 next year. Concerning prioritizing corridors and how we fund them, no direction is known yet. Metro Council passed resolution in the past that gave us this direction and will be refined further.

It was asked what was meant by completing the planned system if defined by all the networks in the RTP or what is listed in the financially constrained plan. Was it the vision we want or what we have financial commitments to do? Ms. Ellis noted the planned system in the context of the RTP are the networks we are trying to build depending on funding, priorities and policies.

It was suggested to add language to the motion to say “accept for the purpose of recommending the draft regional mobility policy, draft measures and targets, and draft implementation action plan, and support moving forward to test and refine the draft measures and targets as part of the 2023 RTP update”. *TPAC would hold further discussion on this motion in the meeting.*

- Mike McCarthy noted the system completeness seems to have a lot of promise but how does that get defined and get used. Past development planning encountered policies that inhibited

development because of facilities over capacity. It was suggested to plan in the right places to allow for good transportation connections. A concern was noted is when road capacity opens the carbon increases do also. We have large volumes of travel poised for areas in development now that will put demand on transportation routes. It was asked how we can reinforce the use of good functioning freeways and state highways in our overall system, without diversion on our surface streets where spikes in serious fatal crashes and higher speeds are climbing.

It was seen where the 35 mph comes from as a threshold, and agree that below that level freeways lose their function. A concern was noted with the 4 hours if allowed to fall below the 35 mph which does not get us to even the planned capacity of the freeway system. With diversion to traffic it leads to local streets resulting in safety impacts.

Concern was noted on economics with losing regional employers because of our traffic issues. Model calibrations are not able to provide accurate travel models because of many challenges. It was noted more research shows VMT as a proxy for greenhouse gas emissions. How much of a proxy is it? It was asked if there is a better proxy we can use to get to pollution reduction.

- Lewis Lem noted that as someone who has worked on the transport GHG area for many years, it increasingly does not seem to make sense for VMT to be a proxy for GHG. Given the leading modeling at Metro and ODOT, and given for long term forecasting, the increase in EVs over time, the linkage between MNT and GHG is probably less and less valid.
- Lidwien Rahman noted regarding VMT as proxy to remember this is mobility policy, not climate policy. Mobility policy is intended to support and be consistent with climate policy but is not the entirety of climate policy and associated measures. Ms. Ellis added the VMT is a state requirement.
- Karen Williams noted in the first bullet under draft Policy Implementation Actions 2023 Actions to “Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP (Metro)”. It was asked what the data source for the input that would be used to calculate this baseline. Ms. Ellis noted the travel demand model uses data provided by ODOT that is calibrated from the Highway Performance Management Systems (HPMS). Further tools being developed with assist on later implementation actions.
- Eric Hesse noted appreciate of the work done. It was noted that because of the importance of the policy and importance to the agencies and jurisdictions that full understanding of the implications and actions need a clear and decisive direction to the approach recommended. It was suggested the proposed language staff has drafted for the motion goes too far in endorsing in terms of accepting. The proposed motion was posted in chat and read aloud.

**MOTION: TPAC recommends that JPACT support:**

**1. further development of the draft performance measures and targets to understand the implications of the current and proposed measures and related policy language and implementation plan by testing and refining during 2023 RTP system analysis, and**

**2. development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update.**

Moved: Eric Hesse

Seconded: Jay Higgins



Comments from the committee:

- Karen Buehrig asked for clarification on how JPACT supports and takes action on this. Ms. Ellis noted the direction this recommendation makes is for JPACT to provide support of the work as the refinement and action implementation steps are prepared. It was asked to clarify part 2 of the motion, *development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update*. Mr. Hesse noted numerous corridor plans that could be evaluated and coordinated with a process that helps identify better refinement and solutions.
- Chris Deffebach agreed to the support with better clarification on how we evaluate and study corridors. It was asked if the term “mobility” was too limiting. We have corridors that do not use the term mobility now. The proposed “for the purpose of recommending...” was no longer needed. Having “accept” drop and replaced with the direction for moving forward on testing and refinements was acceptable.
- Allison Boyd asked if reporting on the development of draft performance measures and testing and refinements was anticipated at another TPAC workshop in the spring. Ms. Ellis noted staff is in the middle of planning 2023 meetings and workshops where discussions on these issues will be presented.
- Mike McCarthy appreciated the softening of the language it was felt this needs more directional change, and he would vote no on the motion.

**MOTION restated: TPAC recommends that JPACT support:**

- 1. further development of the draft performance measures and targets to understand the implications of the current and proposed measures and related policy language and implementation plan by testing and refining during 2023 RTP system analysis, and**
- 2. development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update.**

**ACTION: Motion passed eight votes yes, one vote no, no abstentions.**

**Regional Transportation Plan (RTP) Call for Projects Policy Framework and Draft Revenue Forecast**

(Kim Ellis and Ted Leybold, Metro) Kim Ellis and Ted Leybold provided an overview of the policy framework and draft revenue forecast for the 2023 RTP Call for Projects. The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.

Development of the draft revenue forecast and cost targets for the 2023 RTP Call for Projects is underway and will be finalized by the end of the year. The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

The draft forecast reflects extensive consultation and coordination with local governments, the Oregon Department of Transportation (ODOT), TriMet and SMART staff that is still underway. The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.



Consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast and policy priorities of the RTP.

- The first level of priority, **the *Near-term Constrained Priorities***, will represent the highest priority transportation project and program investments for near-term (2023-2030).
- The second level of priority, **the *Long-term Constrained Priorities*** will represent the highest priority transportation project and program investments for long-term (2031-2045).
- The third level of priority, **the *Long-term Strategic Priorities***, will represent additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast, but the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period. As was done in the 2018 RTP, this investment level is recommended to be 1.5 times the financially constrained cost target.

The call for projects starts Jan. 6 and closes on Feb.17, 2023. Key information requested in Call for Projects:

- **Agency information** identifying the nominating agency, agency partners and primary owner.
- **General project information** describing the project, location, features and design elements.
- **Project status**, whether the project is has committed construction funding, and/or the project is new.
- **Estimated project cost** estimated in current cost (in 2023 dollars) and for the time period within which the project is recommended for completion (year of expenditure). Guidance for inflating current cost to expected year of expenditure cost will be provided.
- **Time period** for which the project is anticipated to be completed, 2023-2030 or 2031-2045 for purposes of the RTP performance analysis.
- **Project type and investment category**
- **Safety projects** identified as a safety project through a state or local process.
- **Modeling assumptions** describing the number and type of traffic lanes and signals (before and after the project), posted speed, signal timing/coordination, type of bicycle facility to be provided, and whether sidewalks are included.
- **GIS shapefiles** for location-specific projects for Metro to develop maps and conduct GIS analysis to determine which projects overlap with 2040 Growth areas, high injury corridors, Equity Focus Areas and other spatial data.
- **Drawings or more detailed maps** when needed to communicate the location or modeling assumptions for more complex projects

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the policy framework. Projects must be located on the designated regional transportation system and be inside the federally-recognized metropolitan planning area boundary, and:

1. Projects must help achieve regional vision, goals and policies for the transportation system.

2. Projects must cost at least \$2 million or be bundled with similar projects to meet the cost threshold.
3. Projects must come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system.
4. Projects that were identified through a public planning process that met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes and people with limited English proficiency.

Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level project assessment starting in April 2023. Input on the assessment of projects, along with public input on the system analyses findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project and program priorities for public review in Summer 2023. A 45-day comment period on the draft plan is planned from July 1 to Aug. 14, 2023. JPACT and the Metro Council will consider adoption of the 2023 RTP (and updated project and program priorities) in November 2023.

Comments from the committee:

- Eric Hesse noted he would follow up on roles with the coordinating committees for more details for better understanding of the process with the May date rather than the Feb. 17 deadline. For the endorsement letter in May there may need to be some coordination, given changes may be needed from project information, and possible other steps in the process for future changes. Ms. Ellis noted the reason the endorsement letter from coordinating committees was scheduled ahead of the project sponsors letter of endorsement was to notify and inform elected on the project planned. As projects are folded into the RTP process policymakers are made aware of what is being advanced. Changes are possible during the system evaluation and during the public comment period. The opportunity to update and make changes to the plan are possible up to the time it is adopted by JPACT and Metro Council.

It was asked how the strategic project list was used with the constrained project list of projects given uncertainties with affects from inflation and affordability to planning. Ms. Ellis noted that consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast and policy priorities of the RTP. The strategic list cost target is recommended to be 1.5 times the financially constrained list cost target.

It was noted that for projects to be eligible to be included in the 2023 RTP they cost at least \$2 million or be bundled with like projects. More information is needed on how bundling is defined with corridors or facilities, identified in other strategies and plans, and what flexibility is there to include them.

It was asked for more information around the finance forecast. Mr. Leybold agencies have a good idea currently on their revenue sharing and abilities on the capital side. With the addition of Federal revenue we have a draft of 2.2 billion that will shared between cities, jurisdictions

and agencies. The allocations have not been drafted yet. Metro will provide an official target as soon as we can do the calculations and work out the final estimated costs. Mr. Hesse noted the 2.2 revenue increase projected and 3% cost increase with sounded like structural deficient, meaning that projects could be taken off lists if this happens. Mr. Leybold agreed.

- Allison Boyd asked for clarification on the endorsement letter that if this involved County roads we would need the County/coordinating committee endorsement for the project but not necessarily endorsements for cities where the road goes through. This was confirmed. It was noted that in Table 2 in the packet, measuring progress towards RTP goals, climate action is mentioned but resilience lacks adequate detail. This is important since several resiliency projects are happening in the region and will be included in the RTP.
- Chris Deffebach asked for a reminder on how we forecast state and federal revenues to go to Counties. If higher revenues are expected how will these funds be allocated in the future? Mr. Leybold noted that regarding federal revenues to local agencies there are two main sources which are RFFA funds and funds awarded as part of the forecast available to local agencies. Direct discretionary funds are awarded by FHWA. The estimate of 2.2 billion is where this comes from. Funds dedicated to TMSO and RTO programs have been accounted for, and the bond debt was taken off the top and paid for through flexible funds. The bond debt is completed in 2034. Ms. Ellis added the other funds allocated to agencies are based on population.
- Chris Ford noted the need to understand next steps around congestion pricing and timing with ETC with comments submitted. It would be good to have this information for JPACT for consideration. Ms. Ellis noted staff is mapping out when topics will be coming back for further discussions at committee meetings. Mr. Ford noted the RTP goals with measurements, but had concerns with the system analysis with assessments, such as the number of them, how well they link with each other, if the right questions for assessments are being asked and when relevant comments could be given. Ms. Ellis noted feedback is always welcome. A deadline within 2 weeks was suggested.
- Karen Buehrig noted the deadline for city endorsements on project of May 1, and the coordinating committee deadline as Feb. 17. Clackamas County Coordinating Committee would not meet until March. Would this be an issue? Ms. Ellis noted the deadline were set due to the turnaround quickly for evaluation time and important to receive full project information. Flexibility for challenging deadlines would be considered.

It was asked if city projects should be included in the county project lists as well. Ms. Ellis noted that typically the cities submit their own projects. Some blend of projects with ODOT, TriMet and others is possible. Ms. Leybold added that some coordination will be needed with transit agencies on what each are proposing to contribute to the project based on their financial capacity. Asked if all jurisdictions and cities will have access to the project hub, it was confirmed they will.

- Eric Hesse asked if the tolling assumptions are being considered with the near-term priorities. Mr. Leybold agreed discussions are ongoing with ODOT on this. It was asked if the HCT pipeline project assumptions were being factored in with revenues available for them. Mr. Leybold noted they are being discussed, especially revenue from federal discretionary funds, and will be part of the project nomination process.

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:03 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 4, 2022

| Item | DOCUMENT TYPE                   | DOCUMENT DATE | DOCUMENT DESCRIPTION                                                                                                                                                                                                                              | DOCUMENT No. |
|------|---------------------------------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 1    | Agenda                          | 11/4/2022     | 11/4/2022 TPAC Agenda                                                                                                                                                                                                                             | 110422T-01   |
| 2    | 2022 TPAC Work Program          | 10/25/2022    | 2022 TPAC Work Program as of 10/25/2022                                                                                                                                                                                                           | 110422T-02   |
| 3    | 2023 TPAC Work Program          | 10/25/2022    | 2023 TPAC Work Program as of 10/25/2022                                                                                                                                                                                                           | 110422T-03   |
| 4    | Memo                            | 10/26/2022    | TO: TPAC and interested parties<br>From: Ken Lobeck, Funding Programs Lead<br>RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during October 2022)                                                  | 110422T-04   |
| 5    | Draft minutes                   | 10/7/2022     | Draft minutes from October 7, 2022 TPAC meeting                                                                                                                                                                                                   | 110422T-05   |
| 6    | Resolution 22-5291              | N/A           | Resolution 22-5291 FOR THE PURPOSE OF ADDING THREE NEW AND AMENDING THREE EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO MEET REQUIRED FEDERAL HIGHWAYS ADMINISTRATION OBLIGATION OR DELIVERY APPROVAL STEPS | 110422T-06   |
| 7    | Exhibit A to Resolution 22-5291 | N/A           | Exhibit A to Resolution 22-5291                                                                                                                                                                                                                   | 110422T-07   |
| 8    | Staff Report                    | 10/27/2022    | TO: TPAC and interested parties<br>From: Ken Lobeck, Funding Programs Lead<br>RE: November FFY 2023 MTIP Formal Amendment & Resolution 22-5291 Approval Request                                                                                   | 110422T-08   |
| 9    | Attachment 1                    | 9/1/2022      | Attachment 1: OTC Staff Report - NEVI Update                                                                                                                                                                                                      | 110422T-09   |
| 10   | Attachment 2                    | July 2022     | Attachment 2: NEVI Plan Executive Summary                                                                                                                                                                                                         | 110422T-10   |
| 11   | Attachment 3                    | 9/1/2022      | Attachment 3: ADA Program Update                                                                                                                                                                                                                  | 110422T-11   |
| 12   | Attachment 4                    | 10/11/2022    | Attachment 4: Draft OTC Staff Report Item – Willamette River Stormwater Source Control                                                                                                                                                            | 110422T-12   |
| 13   | Attachment 5                    | October 2022  | Attachment 5: OTC Staff Report Item – Willamette Greenway Tr/Columbia Blvd Bridge Cost Increase                                                                                                                                                   | 110422T-13   |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION                                                                                                                                                                                                                                                                                        | DOCUMENT No. |
|------|---------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| 14   | Memo          | 10/28/2022    | TO: TPAC and Interested Parties<br>From: Kim Ellis, Metro Project Manager<br>Lidwien Rahman, ODOT Project Manager<br>Glen Bolen, ODOT Region 1<br>RE: Regional Mobility Policy Update: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan – RECOMMENDATION TO JPACT REQUESTED | 110422T-14   |
| 15   | Attachment 1  | 10/28/2022    | Attachment 1. Draft Regional Mobility Policy (RMP) for the 2023 RTP                                                                                                                                                                                                                                         | 110422T-15   |
| 16   | Attachment 2  | 10/28/2022    | Attachment 2. Draft 2023 RTP Regional Mobility Policy (RMP) Overview                                                                                                                                                                                                                                        | 110422T-16   |
| 17   | Memo          | 10/28/2022    | TO: TPAC and interested parties<br>From: Kim Ellis, Metro Project Manager<br>Lidwien Rahman, ODOT Project Manager<br>Glen Bolen, ODOT Region 1<br>RE: Regional Mobility Policy Update: Draft Regional Mobility Policy Maps                                                                                  | 110422T-17   |
| 18   | Attachment 1  | 10/28/2022    | Attachment 1: RTP Expressway Throughways Hours of Congestion Based on Travel Speed Below 35 MPH                                                                                                                                                                                                             | 110422T-18   |
| 19   | Attachment 2  | 10/28/2022    | Attachment 2: RTP Non-Expressway Throughways Hours of Congestion Based on Travel Speed Below 20 MPH                                                                                                                                                                                                         | 110422T-19   |
| 20   | Attachment 3  | 10/17/2022    | Attachment 3: Vehicles Miles Traveled Per Capita (2020)                                                                                                                                                                                                                                                     | 110422T-20   |
| 21   | Memo          | 10/28/2022    | TO: TPAC and Interested Parties<br>From: Kim Ellis, RTP Project Manager<br>RE: 2023 Regional Transportation Plan: Overview of the Policy Framework and Draft Revenue Forecast for the RTP Call for Projects                                                                                                 | 110422T-21   |
| 22   | Attachment    | 10/28/2022    | 2023 Regional Transportation Plan call for projects                                                                                                                                                                                                                                                         | 110422T-22   |
| 23   | Attachment 2  | 10/22/2022    | 2023 Regional Transportation Plan Local Revenue Estimates                                                                                                                                                                                                                                                   | 110422T-23   |
| 24   | Attachment 3  | 10/27/2022    | Draft Vision and Goals for the 2023 Regional Transportation Plan                                                                                                                                                                                                                                            | 110422T-24   |
| 25   | Attachment 4  | N/A           | Examples of RTP Projects and Programs                                                                                                                                                                                                                                                                       | 110422T-25   |
| 26   | Slide         | 10/17/2022    | Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties                                                                                                                                                                                                                         | 110422T-26   |
| 27   | Report        | 10/27/2022    | Equitable Transportation Funding Research Report Analysis and recommendations developed in support of the 2023 Regional Transportation Plan update                                                                                                                                                          | 110422T-27   |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION                                       | DOCUMENT No. |
|------|---------------|---------------|------------------------------------------------------------|--------------|
| 28   | Presentation  | 11/04/2022    | November FFY 2023 Formal MTIP Amendment Resolution 22-5291 | 110422T-28   |
| 29   | Presentation  | 11/04/2022    | Regional mobility policy update                            | 110422T-29   |
| 30   | Presentation  | 11/04/2022    | Policy Framework and Process for the RTP Call for Projects | 110422T-30   |

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING SIX  
EXISTING PROJECTS TO ENABLE PENDING  
FEDERAL APPROVAL STEPS AND PHASE  
OBLIGATIONS TO OCCUR**

) RESOLUTION NO. 22-5299  
)  
) Introduced by: Chief Operating Officer  
) Marissa Madrigal in concurrence with  
Council President Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, ongoing reviews of ODOT's Interstate 5 Marquam Bridge to Capitol Highway Active Traffic Management upgrade project revealed a need for an adjusted scope of work and increased funding; and

WHEREAS, ODOT will transfer the remaining unexpended funding from their Regionwide Intelligent Transportation System upgrades project and split needed funding from their Regional Variable Message Signs project grouping bucket to address the work scope and added funding needs for the I-5 Marquam Bridge to Capitol Highway project; and

WHEREAS, ODOT's traffic analysis and evaluation of their OR213 Glen Oak Rd to S Barnards Rd Access and US26 SE 8th Ave to SE 58th Ave safety upgrades projects determined both projects can be completed with smaller limits and revised work scopes to help better leverage the committed funds for both projects; and

WHEREAS, Metro and TriMet complete an annual fund exchange of federal Surface Transportation Block Grant funds for local TriMet funds to help both agencies better leverage their allocated funding; and

WHEREAS, Metro is completing the required project conversion of a Surface Transportation Block Grant placeholder project for TriMet to reflect TriMet's planned commitment to support their Preventative Maintenance Program with the Surface Transportation Block Grant funds they receive through the fund exchange; and

WHEREAS, Metro staff reviewed all project changes for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and



WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on December 2, 2022, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 15, 2022, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the six projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2023.

---

Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 22-5299**

December FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC23-04-DEC

Total Number of Projects: 6

| Key Number & MTIP ID                                   | Lead Agency | Project Name                                                                      | Project Description                                                                                                                                                                                                                      | Amendment Action                                                                                                                                                                                                                                 |
|--------------------------------------------------------|-------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (#1)<br>ODOT Key #<br><b>20474</b><br>MTIP ID<br>71002 | ODOT        | <b>Regionwide ITS Improvements and Upgrades</b>                                   | Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1                      | <b><u>SPLIT &amp; CANCEL:</u></b><br>The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result Key 20474 is canceled. |
| (#2)<br>ODOT Key #<br><b>20601</b><br>MTIP ID<br>71155 | ODOT        | <b>Portland Metro and Surrounding Areas Variable Message Signs</b>                | Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. | <b><u>SPLIT &amp; TRANSFER:</u></b><br>The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.                                                                                                       |
| (#3)<br>ODOT Key #<br><b>20602</b><br>MTIP ID<br>71156 | ODOT        | <b>I-5: Marquam Bridge - Capitol Highway</b>                                      | Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.                                                                                                  | <b><u>COMBINE:</u></b><br>The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.                                                                                                    |
| (#4)<br>ODOT Key #<br><b>21638</b><br>MTIP ID<br>71191 | ODOT        | <del>OR213: I-205 - OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b> | Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.                                       | <b><u>LIMITS CHANGE – MAJOR</u></b><br>The project limits and scope elements are reduced based on the ODOT Traffic Section assessment for the project                                                                                            |

| Key Number & MTIP ID                                                                                                 | Lead Agency | Project Name                                                                                                         | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Amendment Action                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (#5)<br>ODOT Key #<br><b>21614</b><br>MTIP ID<br>71168                                                               | ODOT        | <del>US26: SE 8th Ave - SE 87th Ave</del><br><b>US26: SE 8th Ave - SE 58th Ave Sec.</b>                              | Update signals and improve intersection warning signage to improve safety on this section of highway.                                                                                                                                                                                                                                                                                                                                                                                       | <b><u>SCOPE CHANGE:</u></b><br>The formal amendment adjusts the project name, limits, and adds funding to support the revised project scope. The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced.  |
| (#6)<br>ODOT Key #<br><del>21164</del><br><i>Key will be changed when advanced into FFY 2023</i><br>MTIP ID<br>71103 | TriMET      | <del>Transit Oriented Development (TOD) program (FFY 2023)</del><br><b>Preventive Maintenance Support (FFY 2023)</b> | <del>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 2023 allocation year)</del><br><b>Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on- going maintenance of Bus and Rail fleets in TriMet's 3- county service district.</b> | <b><u>SCOPE CHANGE/ADVANCE:</u></b><br>The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet's confirmation to use the STBG fund exchange from Metro in support of the Preventative Maintenance program |

## 2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 20474 is an active prior obligated project which obligated its PE funding in FFY 2020. The remaining unexpended funding is being transferred to Key 21602.



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

**MTIP Formal Amendment  
SPLIT & CANCEL**  
Transfer scope and unexpended  
funds to Key 21602

|                                                                          |      |   |                          |            |                          |           |
|--------------------------------------------------------------------------|------|---|--------------------------|------------|--------------------------|-----------|
| Lead Agency:                                                             | ODOT |   | Project Type:            | Highway    | ODOT Key:                | 20474     |
| Project Name:                                                            |      | 1 | Fiscal Constraint Cat:   | Capital    | MTIP ID:                 | 71002     |
| Regionwide ITS Improvements and Upgrades                                 |      |   | ODOT Type                | SM&O       | Status:                  | Canceled  |
|                                                                          |      |   | Performance Goal:        | None       | Comp Date:               | N/A       |
|                                                                          |      |   | Capacity Enhancing:      | No         | RTP ID:                  | 11584     |
| Project Status:                                                          |      |   | Conformity Exempt:       | Yes        | RTP Approval:            | 12/6/2018 |
| 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) |      |   | On CMP:                  | No         | Trans Model:             | 12/6/2018 |
|                                                                          |      |   | 30 Day Notice Begin:     | 11/29/2022 | TCM Project:             | No        |
|                                                                          |      |   | 30 Day Notice End:       | 12/30/2022 | TSMO Award               | No        |
|                                                                          |      |   | Funding Source           | ODOT       | TSMO Cycle               | N/A       |
|                                                                          |      |   | Funding Type:            | ST STBG    | RFFA ID:                 | N/A       |
|                                                                          |      |   | State Highway Route      | Regional   | RFFA Cycle:              | N/A       |
|                                                                          |      |   | Mile Post Begin:         | N/A        | UPWP:                    | No        |
|                                                                          |      |   | Mile Post End:           | N/A        | UPWP Cycle:              | N/A       |
|                                                                          |      |   | Length:                  | N/A        | Past Amend:              | 2         |
|                                                                          |      |   | Flex Transfer to FTA     | No         | Council Appr:            | Yes       |
|                                                                          |      |   | FTA Conversion Code:     | N/A        | Council Date:            | 12/5/2022 |
|                                                                          |      |   | 1st Year Program'd:      | 2020       | OTC Approval:            | No        |
|                                                                          |      |   | Years Active:            | 3          | OTC Date:                | N/A       |
|                                                                          |      |   | STIP Amend #: 21-24-2735 |            | MTIP Amnd #: DC23-04-DEC |           |

**Detailed Description:** None

**STIP Description:** Install new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Multnomah, Washington, Clackamas, and Hood River counties. This project will provide drivers and ODOT staff with information on road conditions and enable the appropriate response.

Last Amendment of Modification: Administrative - October 2021 - OC21-03-OCT - SPLIT PROJECT: The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle.

| PROJECT FUNDING DETAILS                    |           |      |          |                         |              |              |                        |                       |
|--------------------------------------------|-----------|------|----------|-------------------------|--------------|--------------|------------------------|-----------------------|
| Fund Type                                  | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (ITS)            | Total                 |
| <b>Federal Funds</b>                       |           |      |          |                         |              |              |                        |                       |
| State STBG                                 | M24E      | 2020 | -        | <del>\$ 156,669</del>   |              |              |                        | \$ -                  |
| State STBG                                 | M24E      | 2020 |          | \$ 41,603               |              |              |                        | \$ 41,603             |
| AC-STBGS                                   | ACP0      | 2020 |          | <del>\$ 147,796</del>   |              |              |                        | \$ -                  |
|                                            |           |      |          |                         |              |              |                        | \$ -                  |
|                                            |           |      |          |                         |              |              | <b>Federal Totals:</b> | <b>\$ 41,603</b>      |
|                                            |           |      |          |                         |              |              |                        |                       |
| <b>State Funds</b>                         |           |      |          |                         |              |              |                        |                       |
| State                                      | Match     | 2020 |          | <del>\$ 17,931</del>    |              |              |                        | \$ -                  |
| State                                      | Match     | 2020 |          | \$ 4,762                |              |              |                        | \$ 4,762              |
| State                                      | Match     | 2020 |          | <del>\$ 16,916</del>    |              |              |                        | \$ -                  |
|                                            |           |      |          |                         |              |              |                        | \$ -                  |
|                                            |           |      |          |                         |              |              | <b>State Total:</b>    | <b>\$ 4,762</b>       |
|                                            |           |      |          |                         |              |              |                        |                       |
| <b>Local Funds</b>                         |           |      |          |                         |              |              |                        |                       |
|                                            |           |      |          |                         |              |              |                        | \$ -                  |
|                                            |           |      |          |                         |              |              |                        | \$ -                  |
| Other funds = local overmatch contribution |           |      |          |                         |              |              | <b>Local Total</b>     | <b>\$ -</b>           |
| Phase Totals Before Amend:                 |           |      | \$ -     | <del>\$ 339,312</del>   | \$ -         | \$ -         | \$ -                   | <del>\$ 339,312</del> |
| Phase Totals After Amend:                  |           |      | \$ -     | \$ 46,365               | \$ -         | \$ -         | \$ -                   | \$ 46,365             |
| Total Project Cost Estimate (all phases):  |           |      |          |                         |              |              | \$                     | <b>46,365</b>         |
| Year of Expenditure Cost Amount:           |           |      |          |                         |              |              | \$                     | <b>46,365</b>         |

### Programming Summary Details

if short programmed, why is the project short programmed? The project is not short programmed.

|                        |      |              |      |      |      |              |
|------------------------|------|--------------|------|------|------|--------------|
| Phase Change Amount:   | \$ - | \$ (292,947) | \$ - | \$ - | \$ - | \$ (292,947) |
| Phase Change Percent:  | 0%   | -86%         | 0%   | 0%   | 0%   | -86.3%       |
| Revised Match Federal: | \$ - | \$ 4,762     | \$ - | \$ - | \$ - | \$ 4,762     |
| Revised Match Percent: | N/A  | 10.27%       | N/A  | N/A  | N/A  | 10.27%       |

### Phase Obligations and Expenditures Summary

| Item                     | Planning | PE         | ROW | Other/Utility | Construction |                            |
|--------------------------|----------|------------|-----|---------------|--------------|----------------------------|
| Total Funds Obligated:   |          | \$ 46,365  |     |               |              | Federal Aid ID             |
| Federal Funds Obligated: |          | \$ 41,603  |     |               |              | SA00(318)                  |
| Initial Obligation Date: |          | 12/13/2019 |     |               |              | Other Notes                |
| EA Number:               |          | PE003170   |     |               |              | Initial PE research        |
| EA Start Date:           |          | N/A        |     |               |              | determined scope cost will |
| EA End Date:             |          | N/A        |     |               |              | be outside of budget       |
| Known Expenditures:      |          | N/A        |     |               |              |                            |

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3 | This amendment to the MTIP completes what action: The formal amendment transfers the remaining unexpended funding (\$292,947 total) to Key 21602 along with the scope elements. Initial research and scope evaluation determined the total project cost was well outside of the available budget. The unexpended funds and scope will be applied to the "I-5: Marquam Bridge to Capitol Hwy" project in Key 21602 which will install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. The scope surrounds the need for the Iowa site improvement location initially in Key 20474 to be shifted to Key 21602 which ODOT has deemed a high priority. The actions to Key 20474 result in the project being canceled which triggers the need for the formal amendment. |
| 4 | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancellation/transfer justification.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Public Notification and Comment Process: |                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5A                                       | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes                                                                                                                                                                                                                                                                        |
| 5B                                       | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 through December 30, 2022                                                                                                                                                                                                                |
| 5C                                       | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes                                                                                                                                                                                                                    |
| 5D                                       | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council                                                                              |
| 5E                                       | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected. |
| 6                                        | Added clarifying notes: The scope and funds transfer are considered a later move, but because Key 20474 is canceled as a result changes to Keys 20602 and 20601 are combined into the formal amendment.                                                                                                                                         |

| Fiscal Constraint Consistency Check Areas |                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                         | Will Performance Measurements Apply? No. Since the scope and remaining funding is being transferred to Key 21602, performance requirement considerations are also shifted to Key 21602.                                                                                                                                     |
| 2A                                        | Does the amendment include fiscal updates? Yes and No. Yes, the remaining unexpended funds are transferred to another existing project in Key 21602. No. No new funds are being applied to Key 20474. The fund transfer is considered a lateral shift within existing constrained years from a fiscal constraint viewpoint. |
| 2B                                        | What is the funding source for the project? Remaining obligated funds are State STBG funds.                                                                                                                                                                                                                                 |
| 2C                                        | Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval                                                                                                                                                                                                                            |
| 2D                                        | Was overall fiscal constraint demonstrated? Yes.                                                                                                                                                                                                                                                                            |

| RTP Consistency Check Areas |                                                                                                                                                                                                        |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                          | RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1                                                                                |
| 1B                          | RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies. |
| 2A                          | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2                                                                                     |
| 2B                          | What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.                                              |
| 3A                          | Is the project considered capacity enhancing? No                                                                                                                                                       |
| 3B                          | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.                    |
| 3C                          | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply                                                         |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas. |
| 4  | What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.                                                                                                                                                      |
| 5  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing or exceeds \$100 million in cost as a result of the cancellation.                                                                                                                                                                                                            |

#### UPWP Consistency Check Areas

|    |                                                                                                                                                                                                   |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A | Does the MTIP action also require an UPWP amendment? No. The project is not part of the UPWP.                                                                                                     |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.                                                                                                   |
| 2  | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A. The project is not part of the UPWP. |

#### Other Review Areas

|    |                                                                                                                                                                                         |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? No. The project only began PE activities which were designated to be region wide. |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No                                                                              |
| 2B | What is the Metro modeling designation? Not Applicable                                                                                                                                  |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No                                                                                                                 |
| 4  | Is the project location identified on a Congestion Management Plan route? No                                                                                                            |

#### Fund Type Codes References

|            |                                                                                                                                                                                                                                                                                                      |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ADVCON     | A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned. |
| AC-STBGS   | Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG                                                                                                                                     |
| State STBG | Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects                                                                                                                                                                                             |
| State      | General state funds committed to the project normally to support the match requirement against the federal funds.                                                                                                                                                                                    |



| 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           | M24E      | SURFACE TRANS FLEX MAP-21 EXT                   |       | 100.00%          | 46,365.00    | 89.73%          | 41,603.31      | 10.27%        | 4,761.69     | 0.00%         | 0.00         |
|              | Y030      | Redistribution of Certain Authorized Funds IJJA |       | 0.00%            | 0.00         | 0.00%           | 0.00           | 0.00%         | 0.00         | 0.00%         | 0.00         |
|              | PE Totals |                                                 |       |                  | 100.00%      | 46,365.00       |                | 41,603.31     |              | 4,761.69      |              |
| CN           | Z240      | SURFACE TRANSP BLOCK GRTS-FLEX                  |       | 0.00%            | 0.00         | 89.73%          | 0.00           | 10.27%        | 0.00         | 0.00%         | 0.00         |
|              | CN Totals |                                                 |       |                  | 0.00%        | 0.00            |                | 0.00          |              | 0.00          |              |
| Grand Totals |           |                                                 |       |                  | 46,365.00    |                 | 41,603.31      |               | 4,761.69     |               | 0.00         |

PE phase evaluated improvements regionally across all three counties within the Metro MPA. Specific improvement locations will be identified in Key 21602



## 2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 21601 functions as an ITS project grouping funding bucket. A portion of the funding is being transferred and combined into Key 21602.



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

**MTIP Formal Amendment  
SPLIT & TRANSFER**  
Split, transfer, and combine funds  
into Key 20602

|                                                                                                                                                                                                                                                                                                           |             |          |                                 |            |                                 |                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|---------------------------------|------------|---------------------------------|----------------------------------|
| <b>Lead Agency:</b>                                                                                                                                                                                                                                                                                       | <b>ODOT</b> |          | Project Type:                   | Other      | <b>ODOT Key:</b>                | <b>21601</b>                     |
| <b>Project Name:</b>                                                                                                                                                                                                                                                                                      |             | <b>2</b> | Fiscal Constraint Cat:          | SM&O       | <b>MTIP ID:</b>                 | <b>71155</b>                     |
| <b>Portland Metro and Surrounding Areas Variable Message Signs</b>                                                                                                                                                                                                                                        |             |          | ODOT Type                       | SM&O       | <b>Status:</b>                  | <b>N/A</b>                       |
|                                                                                                                                                                                                                                                                                                           |             |          | Performance Goal:               | Safety     | <b>Comp Date:</b>               | <b>12/31/2024</b>                |
|                                                                                                                                                                                                                                                                                                           |             |          | Capacity Enhancing:             | No         | RTP ID:                         | <del>11104</del><br><b>11584</b> |
| <b>Project Status:</b>                                                                                                                                                                                                                                                                                    |             |          | Conformity Exempt:              | Yes        | RTP Approval:                   | 12/6/2018                        |
| Not Applicable. Key 20601 functions as a project grouping revenue bucket supporting various region-wide active traffic management improvement elements such as intelligent transportation system (ITS) upgrades. When approved, funding is split off Key 20601 and applied to specific eligible projects. |             |          | On CMP:                         | No         | Trans Model:                    | 12/6/2018                        |
|                                                                                                                                                                                                                                                                                                           |             |          | 30 Day Notice Begin:            | 11/29/2022 | TCM:                            | No                               |
|                                                                                                                                                                                                                                                                                                           |             |          | 30 Day Notice End:              | 12/30/2022 | TSMO Award                      | No                               |
|                                                                                                                                                                                                                                                                                                           |             |          | Funding Source                  | ODOT       | TSMO Cycle                      | N/A                              |
|                                                                                                                                                                                                                                                                                                           |             |          | Funding Type:                   | St STBG    | RFFA ID:                        | N/A                              |
|                                                                                                                                                                                                                                                                                                           |             |          | State Highway Route             | Regional   | RFFA Cycle:                     | N/A                              |
|                                                                                                                                                                                                                                                                                                           |             |          | Mile Post Begin:                | Regional   | UPWP:                           | No                               |
|                                                                                                                                                                                                                                                                                                           |             |          | Mile Post End:                  | Regional   | UPWP Cycle:                     | N/A                              |
|                                                                                                                                                                                                                                                                                                           |             |          | Length:                         | N/A        | Past Amend:                     | 1                                |
|                                                                                                                                                                                                                                                                                                           |             |          | Flex Transfer to FTA            | No         | Council Appr:                   | Yes                              |
|                                                                                                                                                                                                                                                                                                           |             |          | FTA Conversion Code:            | N/A        | Council Date:                   | 12/5/2022                        |
|                                                                                                                                                                                                                                                                                                           |             |          | 1st Year Program'd:             | 2023       | OTC Approval:                   | No                               |
|                                                                                                                                                                                                                                                                                                           |             |          | Years Active:                   | 1          | OTC Date                        | N/A                              |
|                                                                                                                                                                                                                                                                                                           |             |          | <b>STIP Amend #: 21-24-2735</b> |            | <b>MTIP Amnd #: DC23-04-DEC</b> |                                  |

**Detailed Description:** Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

**STIP Description:** Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

Last Amendment of Modification: Administrative - August 2022 - AM22-29-AUG4 - Slip PE phase to FFY 2023

| PROJECT FUNDING DETAILS                    |                  |                 |          |                         |              |       |                         |                   |
|--------------------------------------------|------------------|-----------------|----------|-------------------------|--------------|-------|-------------------------|-------------------|
| Fund Type                                  | Fund Code        | Year            | Planning | Preliminary Engineering | Right of Way | Other | Construction            | Total             |
| <b>Federal Funds</b>                       |                  |                 |          |                         |              |       |                         |                   |
| State STBG                                 | Z240             | 2023            |          | \$ 294,707              |              |       |                         | \$ 294,707        |
| <del>State STBG</del>                      | <del>Z240</del>  | <del>2024</del> |          |                         |              |       | <del>\$ 1,179,128</del> | \$ -              |
| State STBG                                 | Z240             | 2024            |          |                         |              |       | \$ 239,195              | \$ 239,195        |
|                                            |                  |                 |          |                         |              |       |                         | \$ -              |
|                                            |                  |                 |          |                         |              |       | <b>Federal Totals:</b>  | <b>\$ 533,902</b> |
| <b>State Funds</b>                         |                  |                 |          |                         |              |       |                         |                   |
| State                                      | Match            | 2023            |          | \$ 33,731               |              |       |                         | \$ 33,731         |
| <del>State</del>                           | <del>Match</del> | <del>2024</del> |          |                         |              |       | <del>\$ 134,956</del>   | \$ -              |
| State                                      | Match            | 2024            |          |                         |              |       | \$ 27,377               | \$ 27,377         |
|                                            |                  |                 |          |                         |              |       |                         | \$ -              |
|                                            |                  |                 |          |                         |              |       | <b>State Total:</b>     | <b>\$ 61,108</b>  |
| <b>Local Funds</b>                         |                  |                 |          |                         |              |       |                         |                   |
|                                            |                  |                 |          |                         |              |       |                         | \$ -              |
|                                            |                  |                 |          |                         |              |       |                         | \$ -              |
| Other funds = local overmatch contribution |                  |                 |          |                         |              |       | <b>Local Total</b>      | <b>\$ -</b>       |
| Phase Totals Before Amend:                 |                  |                 | \$ -     | \$ 328,438              | \$ -         | \$ -  | <del>\$ 1,314,084</del> | \$ 1,642,522      |
| Phase Totals After Amend:                  |                  |                 | \$ -     | \$ 328,438              | \$ -         | \$ -  | \$ 266,572              | \$ 595,010        |
| Total Project Cost Estimate (all phases):  |                  |                 |          |                         |              |       | \$                      | \$ 595,010        |
| Year of Expenditure Cost Amount:           |                  |                 |          |                         |              |       | \$                      | \$ 595,010        |

### Programming Summary Details

Why project is short programmed: N/A. The project is being reduced to support scope elements and funding needs in Key 20602

|                        |      |           |      |      |                |                |
|------------------------|------|-----------|------|------|----------------|----------------|
| Phase Change Amount:   | \$ - | \$ -      | \$ - | \$ - | \$ (1,047,512) | \$ (1,047,512) |
| Phase Change Percent:  | 0%   | 0%        | 0%   | 0%   | -79.7%         | -63.8%         |
| Revised Match Federal: | \$ - | \$ 33,731 | \$ - | \$ - | \$ 27,377      | \$ 61,108      |
| Revised Match Percent: | N/A  | 10.27%    | N/A  | N/A  | 10.27%         | 10.27%         |

### Phase Obligations and Expenditures Summary

| Item                     | Planning | PE  | ROW | Other/Utility | Construction |                                                                                |
|--------------------------|----------|-----|-----|---------------|--------------|--------------------------------------------------------------------------------|
| Total Funds Obligated:   |          | N/A |     | N/A           |              | Federal Aid ID                                                                 |
| Federal Funds Obligated: |          |     |     |               |              | N/A                                                                            |
| Initial Obligation Date: |          |     |     |               |              | Other Notes:<br>Funds will be split off and applied to other eligible projects |
| EA Number:               |          |     |     |               |              |                                                                                |
| EA Start Date:           |          |     |     |               |              |                                                                                |
| EA End Date:             |          |     |     |               |              |                                                                                |
| Known Expenditures:      |          |     |     |               |              |                                                                                |

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2 | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3 | This amendment to the MTIP completes what action: The formal amendment transfers funding and combines it into Key 20602. Key 20601 functions as an ITS project grouping bucket with revenues dedicated to active traffic management. The purpose of the Portland Metro and surrounding areas variable message signs project (K21601) is the replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. The proposed change will move funds to K21602 to deliver improvements at four locations on I-5 between the Marquam Bridge and Capitol Highway. This one of two funding contributions to Key 20602 with the other from Key 20474. The added funding supports ITS scope elements combined from Key 20474 into Key 20602. |
| 4 | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Region 1 Director's approval letter (applies to all actions with Keys 20474, 20601, and 20602).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Public Notification and Comment Process: |                                                                                                                                                                                                                                                                                                        |
|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5A                                       | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes                                                                                                                                                                                                                               |
| 5B                                       | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 to December 30, 2022.                                                                                                                                                                           |
| 5C                                       | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes.                                                                                                                                                                          |
| 5D                                       | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes.                                                                                                                                                                   |
| 5E                                       | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. If they occur, they will be combined into an amendment log and forwarded to Metro's Communication staff for review and evaluation. |
| 6                                        | Added clarifying notes: actions to Key 20601 is part of a three-project amendment with fund transfers from Key 20474 and 20601 being combined into Key 20602.                                                                                                                                          |

| Fiscal Constraint Consistency Check Areas |                                                                                                                                                                |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                         | Will Performance Measurements Apply? Yes. Safety                                                                                                               |
| 2A                                        | Does the amendment include fiscal updates? Yes. However, the adjustments to Key 20601 are considered a lateral transfer within constrained years to Key 20602. |
| 2B                                        | What is the funding source for the project? ODOT managed funds                                                                                                 |
| 2C                                        | Was the Proof-of Funding requirement satisfied and how? Region 1 Director's approval letter to complete the funds transfer and combining Key 20602.            |
| 2D                                        | Was overall fiscal constraint demonstrated? Yes.                                                                                                               |

| RTP Consistency Check Areas |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                          | RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1                                                                                                                                                                                                                                                                                                                                                          |
| 1B                          | RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.                                                                                                                                                                                                                                                                           |
| 2A                          | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 93.126, Table 2                                                                                                                                                                                                                                                                                                                                                                             |
| 2B                          | What is the exception category per the regulation: Safety - Traffic control devices and operating assistance other than signalization projects.                                                                                                                                                                                                                                                                                                                                  |
| 3A                          | Is the project considered capacity enhancing? No. The project is not capacity enhancing.                                                                                                                                                                                                                                                                                                                                                                                         |
| 3B                          | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.                                                                                                                                                                                                                                                                                   |
| 3C                          | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.                                                                                                                                                                                                                                                                                                                                  |
| 3D                          | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date of 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. The project is not capacity enhancing and does not require transportation demand modeling to be completed. |
| 4                           | What RTP Goal(s) does the project support? Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.                                                                                                                                                                                                                        |

|   |                                                                                                                                                                                                                                                                                |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing nor does exceed \$100 million in cost. |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| UPWP Consistency Check Areas |                                                                                                                                                                        |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                           | Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's annual UPWP.                                                               |
| 1B                           | Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable. The project is not part of the UPWP.                                                       |
| 2                            | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable |

| Other Review Areas |                                                                                                                                                                                                                                       |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                  | Is the project location identified on the National Highway System (NHS), and what is its designation? No. The project is a ITS revenue support project grouping bucket supporting active traffic management projects across Region 1. |
| 2A                 | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No                                                                                                                            |
| 2B                 | What is the Metro modeling designation? Not Applicable                                                                                                                                                                                |
| 3                  | Is the project designated as a Transportation Control Measure (TCM)? No                                                                                                                                                               |
| 4                  | Is the project location identified on a Congestion Management Plan route? No                                                                                                                                                          |

| Fund Type Codes References |                                                                                                                   |
|----------------------------|-------------------------------------------------------------------------------------------------------------------|
| State STBG                 | Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects          |
| State                      | General state funds committed to the project normally to support the match requirement against the federal funds. |

**Key Number:** **21601** **2021-2024 STIP**

**Project Name:** **Portland Metro and surrounding areas variable** **(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           | Z240      | SURFACE TRANSP BLOCK GRTS-FLEX |       | 100.00%          | 328,437.00   | 89.73%          | 294,706.52     | 10.27%        | 33,730.48    | 0.00%         | 0.00         |
|              | PE Totals |                                |       | 100.00%          | 328,437.00   |                 | 294,706.52     |               | 33,730.48    |               | 0.00         |
| CN           | Z240      | SURFACE TRANSP BLOCK GRTS-FLEX |       | 100.00%          | 266,572.00   | 89.73%          | 239,195.06     | 10.27%        | 27,376.94    | 0.00%         | 0.00         |
|              | CN Totals |                                |       | 100.00%          | 266,572.00   |                 | 239,195.06     |               | 27,376.94    |               | 0.00         |
| Grand Totals |           |                                |       |                  | 595,009.00   |                 | 533,901.58     |               | 61,107.42    |               | 0.00         |





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** October 17, 2022

**TO:** D&O Administrator

**FROM:** Rian Windsheimer  
Region 1 Manager

**SUBJECT:** Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to reduce scope and funding on *Portland Metro and surrounding areas variable message signs* project.

**Requested Action:**

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) reducing scope and budget on *Portland Metro and surrounding areas variable message signs* project.

Project being reduced:

| Portland Metro and surrounding areas variable message signs (K21601) |      |             |           |
|----------------------------------------------------------------------|------|-------------|-----------|
| PHASE                                                                | YEAR | COST        |           |
|                                                                      |      | Current     | Proposed  |
| Preliminary Engineering                                              | 2023 | \$328,437   | \$328,437 |
| Construction                                                         | 2024 | \$1,314,085 | \$266,572 |
| TOTAL                                                                |      | \$1,642,522 | \$595,009 |

# 2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-NOV

Summary Reason for Change: Key 20602 receives funds transferred from Keys 20474 and 20601 enabling 20602 to deliver its scope elements.



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

**MTIP Formal Amendment  
COMBINE**  
Transfer of scope and unexpended  
funds from Key 20474

|                                                                                                                                         |             |          |                                 |                           |                                 |                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------|----------|---------------------------------|---------------------------|---------------------------------|----------------------------------|
| <b>Lead Agency:</b>                                                                                                                     | <b>ODOT</b> |          | Project Type:                   | Highway                   | <b>ODOT Key:</b>                | <b>20602</b>                     |
| <b>Project Name:</b>                                                                                                                    |             | <b>3</b> | Fiscal Constraint Cat:          | Capital                   | <b>MTIP ID:</b>                 | <b>71156</b>                     |
| <b>I-5: Marquam Bridge - Capitol Highway</b>                                                                                            |             |          | ODOT Type                       | SM&O                      | <b>Status:</b>                  | <b>4</b>                         |
|                                                                                                                                         |             |          | Performance Goal:               | None                      | <b>Comp Date:</b>               | <b>12/31/2028</b>                |
|                                                                                                                                         |             |          | Capacity Enhancing:             | No                        | RTP ID:                         | <del>11104</del><br><b>11584</b> |
| <b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).        |             |          | Conformity Exempt:              | Yes                       | RTP Approval:                   | 12/6/2018                        |
|                                                                                                                                         |             |          | On CMP:                         | Yes                       | Trans Model:                    | 12/6/2018                        |
|                                                                                                                                         |             |          | 30 Day Notice Begin:            | 11/29/2022                | TCM Project:                    | No                               |
|                                                                                                                                         |             |          | 30 Day Notice End:              | 12/30/2022                | TSMO Award                      | No                               |
|                                                                                                                                         |             |          | Funding Source                  | ODOT                      | TSMO Cycle                      | N/A                              |
|                                                                                                                                         |             |          | Funding Types:                  | ST STBG<br>Redist<br>NHPP | RFFA ID:                        | N/A                              |
| <b>Short Description:</b>                                                                                                               |             |          | State Highway Route             | I-5                       | RFFA Cycle:                     | N/A                              |
| Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. |             |          | Mile Post Begin:                | 295.10                    | UPWP:                           | No                               |
|                                                                                                                                         |             |          | Mile Post End:                  | 299.70                    | UPWP Cycle:                     | N/A                              |
|                                                                                                                                         |             |          | Length:                         | 4.60                      | Past Amend:                     | 2                                |
|                                                                                                                                         |             |          | Flex Transfer to FTA            | No                        | Council Appr:                   | Yes                              |
|                                                                                                                                         |             |          | FTA Conversion Code:            | N/A                       | Council Date:                   | 12/5/2022                        |
|                                                                                                                                         |             |          | 1st Year Program'd:             | 2021                      | OTC Approval:                   | No                               |
|                                                                                                                                         |             |          | Years Active:                   | 3                         | OTC Date:                       | N/A                              |
|                                                                                                                                         |             |          | <b>STIP Amend #: 21-24-2735</b> |                           | <b>MTIP Amnd #: DC23-04-DEC</b> |                                  |



**Detailed Description:** Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

**STIP Description:** Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

Last Amendment of Modification: Administrative - April 2022 - AM22-16-APR1 - Phase slips – ROW to FFY 2023 plus UR and Cons to FFY 2024

#### PROJECT FUNDING DETAILS

| Fund Type            | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other (UR + Other) | Construction           | Total               |
|----------------------|-----------|------|----------|-------------------------|--------------|--------------------|------------------------|---------------------|
| <b>Federal Funds</b> |           |      |          |                         |              |                    |                        |                     |
| State STBG           | Z240      | 2021 |          | \$ 845,192              |              |                    |                        | \$ -                |
| State STBG           | Z240      | 2021 |          | \$ 1,811,208            |              |                    |                        | \$ 1,811,208        |
| Redist-IIJA          | Y030      | 2021 |          | \$ 262,861              |              |                    |                        | \$ 262,861          |
| AC-NHPP              | ACP0      | 2023 |          |                         | \$ 18,544    |                    |                        | \$ -                |
| NHPP                 | Z001      | 2023 |          |                         | \$ 18,544    |                    |                        | \$ 18,544           |
| AC-NHPP              | ACP0      | 2024 |          |                         |              | \$ 61,810          |                        | \$ -                |
| NHPP                 | Z001      | 2024 |          |                         |              | \$ 535,821         |                        | \$ 535,821          |
| AC-NHPP              | ACP0      | 2024 |          |                         |              |                    | \$ 6,361,843           | \$ -                |
| NHPP                 | Z001      | 2024 |          |                         |              |                    | \$ 6,025,973           | \$ 6,025,973        |
|                      |           |      |          |                         |              |                    |                        | \$ -                |
|                      |           |      |          |                         |              |                    | <b>Federal Totals:</b> | <b>\$ 8,654,407</b> |

**Notes:**

1. AC-NHPP to NHPP = Advance Construction conversion code update
2. Other phase = UR + STIP Other phase combined together

| State Funds                                |       |      |                       |                      |                      |                         |                         |              |            |
|--------------------------------------------|-------|------|-----------------------|----------------------|----------------------|-------------------------|-------------------------|--------------|------------|
| State                                      | Match | 2021 |                       | <del>\$ 71,303</del> |                      |                         |                         | \$           | -          |
| State                                      | Match | 2021 |                       | \$ 152,800           |                      |                         |                         | \$           | 152,800    |
| State                                      | Match | 2021 |                       | \$ 30,086            |                      |                         |                         | \$           | 30,086     |
| State (NHPP)                               | Match | 2023 |                       |                      | \$ 1,564             |                         |                         | \$           | 1,564      |
| State (UR)                                 | Match | 2024 |                       |                      |                      | <del>\$ 5,215</del>     |                         | \$           | -          |
| State (UR+Oth)                             | Match | 2024 |                       |                      |                      | \$ 45,204               |                         | \$           | 45,204     |
| State                                      | Match | 2024 |                       |                      |                      |                         | <del>\$ 536,707</del>   | \$           | -          |
| State                                      | Match | 2024 |                       |                      |                      |                         | \$ 358,577              | \$           | 358,577    |
|                                            |       |      |                       |                      |                      |                         |                         | \$           | -          |
|                                            |       |      |                       |                      |                      |                         |                         | State Total: | \$ 588,231 |
| Local Funds                                |       |      |                       |                      |                      |                         |                         |              |            |
|                                            |       |      |                       |                      |                      |                         |                         | \$           | -          |
|                                            |       |      |                       |                      |                      |                         |                         | \$           | -          |
| Other funds = local overmatch contribution |       |      |                       |                      |                      |                         |                         | Local Total  | \$ -       |
| Phase Totals Before Amend:                 | \$ -  |      | <del>\$ 916,495</del> | \$ 20,108            | <del>\$ 67,025</del> | <del>\$ 6,898,550</del> | <del>\$ 7,902,178</del> |              |            |
| Phase Totals After Amend:                  | \$ -  |      | \$ 2,256,955          | \$ 20,108            | \$ 581,025           | \$ 6,384,550            | \$ 9,242,638            |              |            |
| Total Project Cost Estimate (all phases):  |       |      |                       |                      |                      |                         |                         | \$           | 9,242,638  |
| Year of Expenditure Cost Amount:           |       |      |                       |                      |                      |                         |                         | \$           | 9,242,638  |

| Programming Summary Details                                                                                                                                                                                                                          |      |              |          |            |              |              |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|----------|------------|--------------|--------------|--|
| if short programmed, why is the project short programmed? The project is not short programmed.                                                                                                                                                       |      |              |          |            |              |              |  |
| Phase Change Amount:                                                                                                                                                                                                                                 | \$ - | \$ 1,340,460 | \$ -     | \$ 514,000 | \$ (514,000) | \$ 1,340,460 |  |
| Phase Change Percent:                                                                                                                                                                                                                                | 0%   | 146%         | 0%       | 767%       | -7.5%        | 17.0%        |  |
| Revised Match Federal:                                                                                                                                                                                                                               | \$ - | \$ 182,886   | \$ 1,564 | \$ 45,204  | \$ 358,577   | \$ 588,231   |  |
| Revised Match Percent:                                                                                                                                                                                                                               | N/A  | 8.10%        | 7.78%    | 7.78%      | 5.62%        | 6.36%        |  |
| Notes: <div> 1. PE has split match requirement. STBG = 10.27% while Redistribution = 7.78%. Revised match percent combines both<br/> 2. UR/Other are combined. Both phase funding levels are set at 92.22% federal with a 7.78% minimum match </div> |      |              |          |            |              |              |  |

| Phase Obligations and Expenditures Summary              |                                                                                                                                                                                                                                                                                                                                                 |              |     |               |              |                |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----|---------------|--------------|----------------|
| Item                                                    | Planning                                                                                                                                                                                                                                                                                                                                        | PE           | ROW | Other/Utility | Construction |                |
| Total Funds Obligated:                                  |                                                                                                                                                                                                                                                                                                                                                 | \$ 2,256,955 |     |               |              | Federal Aid ID |
| Federal Funds Obligated:                                |                                                                                                                                                                                                                                                                                                                                                 | \$ 2,074,069 |     |               |              | S001(540)      |
| Initial Obligation Date:                                |                                                                                                                                                                                                                                                                                                                                                 | 11/5/2020    |     |               |              |                |
| EA Number:                                              |                                                                                                                                                                                                                                                                                                                                                 | PE003244     |     |               |              |                |
| EA Start Date:                                          |                                                                                                                                                                                                                                                                                                                                                 | N/A          |     |               |              |                |
| EA End Date:                                            |                                                                                                                                                                                                                                                                                                                                                 | N/A          |     |               |              |                |
| Known Expenditures:                                     |                                                                                                                                                                                                                                                                                                                                                 | N/A          |     |               |              |                |
|                                                         |                                                                                                                                                                                                                                                                                                                                                 |              |     |               |              |                |
| MTIP Programming Consistency Check Details and Glossary |                                                                                                                                                                                                                                                                                                                                                 |              |     |               |              |                |
| General Areas                                           |                                                                                                                                                                                                                                                                                                                                                 |              |     |               |              |                |
| 1                                                       | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                                                                              |              |     |               |              |                |
| 2                                                       | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.                                                  |              |     |               |              |                |
| 3                                                       | This amendment to the MTIP completes what action: The formal amendment completes the transfers and required combining actions of the remaining unexpended funding (\$292,947 total) from Key 20474 and funding from Key 20601.                                                                                                                  |              |     |               |              |                |
| 4                                                       | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.                                                                                                                                                                                    |              |     |               |              |                |
| Public Notification and Comment Process:                |                                                                                                                                                                                                                                                                                                                                                 |              |     |               |              |                |
| 5A                                                      | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes                                                                                                                                                                                                                                                                        |              |     |               |              |                |
| 5B                                                      | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 through December 30, 2022                                                                                                                                                                                                                |              |     |               |              |                |
| 5C                                                      | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes                                                                                                                                                                                                                    |              |     |               |              |                |
| 5D                                                      | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council                                                                              |              |     |               |              |                |
| 5E                                                      | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected. |              |     |               |              |                |

|   |                                                                                                                                                                                                           |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | Added clarifying notes: The scope and funds transfer are considered a lateral move, but because Key 20474 is canceled as a result changes to Keys 20602 and 20601 are combined into the formal amendment. |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### Fiscal Constraint Consistency Check Areas

|    |                                                                                                                                                                                                                                                                                                        |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Will Performance Measurements Apply? Yes, Safety.                                                                                                                                                                                                                                                      |
| 2A | Does the amendment include fiscal updates? Yes The remaining unexpended funds from Key 20474 are transferred to Key 21602. Additional funds from Key 20601 also are being transferred into Key 20602. However, the transfer represents a lateral move for the funds within existing constrained years. |
| 2B | What is the funding source for the project? The transfer of funds from Keys 20474 and 20601.                                                                                                                                                                                                           |
| 2C | Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval                                                                                                                                                                                                       |
| 2D | Was overall fiscal constraint demonstrated? Yes.                                                                                                                                                                                                                                                       |

#### RTP Consistency Check Areas

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A | RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1                                                                                                                                                                                                                                                                                                                                                                                               |
| 1B | RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.                                                                                                                                                                                                                                                                                                                |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2B | What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.                                                                                                                                                                                                                                                                                                                                                             |
| 3A | Is the project considered capacity enhancing? No                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.                                                                                                                                                                                                                                                                                                                                   |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply                                                                                                                                                                                                                                                                                                                                                                        |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas. |
| 4  | What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.                                                                                                                                                      |
| 5  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The is not capacity enhancing or exceeds \$100 million in cost as a result of the cancellation.                                                                                                                                                                                                                    |

### UPWP Consistency Check Areas

|    |                                                                                                                                                                                                   |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A | Does the MTIP action also require an UPWP amendment: No. The project is not part of the UPWP.                                                                                                     |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.                                                                                                   |
| 2  | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A. The project is not part of the UPWP. |

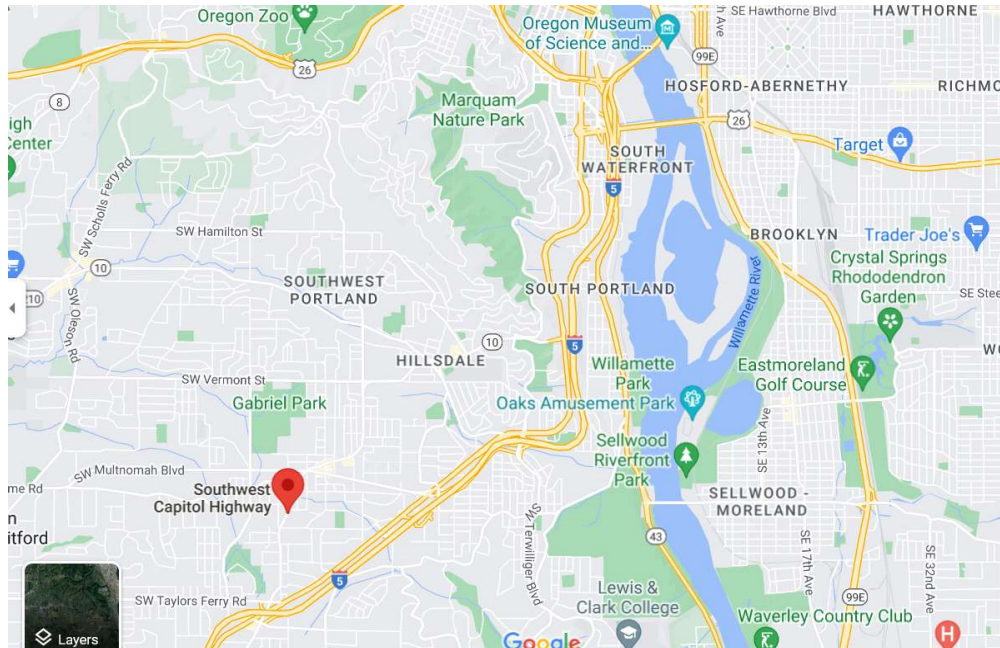
### Other Review Areas

|    |                                                                                                                                                                                                         |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. Th project is located on the NHS. I-5 is designated part of the Eisenhower Interstate System |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. The project is located on the Metro Motor Vehicle, Transit and Freight modeling networks.  |
| 2B | What is the Metro modeling designation?<br>- Motor Vehicle network = Throughway<br>- Transit System = Frequent Bus<br>- Freight Network = Main Roadway Route                                            |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No                                                                                                                                 |
| 4  | Is the project location identified on a Congestion Management Plan route? Yes                                                                                                                           |

### Fund Type Codes References

|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ADVCON      | A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.                                                                                                                                                                           |
| AC-NHPP     | Federal Advance Construction funds used under logic of advance construction with an expect final conversion code to be National Highway Performance Program funds.                                                                                                                                                                                                                                                                                                             |
| NHPP        | Federal National Highway Performance Program funds appropriated to ODOT and committed to eligible project improvements                                                                                                                                                                                                                                                                                                                                                         |
| Redist-IIJA | Federal Redistribution funds from the IIJA legislation. Redistribution is normally an annual process where FHWA redistributes federal funds from t other states that did not meet their obligation targets. States that do meet their obligation targets receive a portion of the fund redistribution as a reward. Generally, the fund redistribution has a flexible use criteria and are considered similar to STBG unless FHWA places eligibility conditions upon the funds. |
| State STBG  | Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects                                                                                                                                                                                                                                                                                                                                                                       |
| State       | General state funds committed to the project normally to support the match requirement against the federal funds.                                                                                                                                                                                                                                                                                                                                                              |

| 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         | Y030         | Redistribution of Certain Authorized Funds IJJA |       | 12.98%           | 292,947.00   | 89.73%          | 262,861.34     | 10.27%        | 30,085.66    | 0.00%         | 0.00         |
|            | Z240         | SURFACE TRANSP BLOCK GRFS-FLEX                  |       | 87.02%           | 1,964,008.00 | 92.22%          | 1,811,208.18   | 7.78%         | 152,799.82   | 0.00%         | 0.00         |
|            | PE Totals    |                                                 |       | 100.00%          | 2,256,955.00 |                 | 2,074,069.52   |               | 182,885.48   |               | 0.00         |
| RW         | Z001         | NATIONAL HIGHWAY PERF FAST                      |       | 100.00%          | 20,108.00    | 92.22%          | 18,543.60      | 7.78%         | 1,564.40     | 0.00%         | 0.00         |
|            | RW Totals    |                                                 |       | 100.00%          | 20,108.00    |                 | 18,543.60      |               | 1,564.40     |               | 0.00         |
| UR         | Z001         | NATIONAL HIGHWAY PERF FAST                      |       | 100.00%          | 67,025.00    | 92.22%          | 61,810.46      | 7.78%         | 5,214.54     | 0.00%         | 0.00         |
|            | UR Totals    |                                                 |       | 100.00%          | 67,025.00    |                 | 61,810.46      |               | 5,214.54     |               | 0.00         |
| CN         | Z001         | NATIONAL HIGHWAY PERF FAST                      |       | 100.00%          | 6,384,550.00 | 92.22%          | 6,025,972.91   | 7.78%         | 358,577.09   | 0.00%         | 0.00         |
|            | CN Totals    |                                                 |       | 100.00%          | 6,384,550.00 |                 | 6,025,972.91   |               | 358,577.09   |               | 0.00         |
| OT         | Z001         | NATIONAL HIGHWAY PERF FAST                      |       | 100.00%          | 514,000.00   | 92.22%          | 474,010.80     | 7.78%         | 39,989.20    | 0.00%         | 0.00         |
|            | OT Totals    |                                                 |       | 100.00%          | 514,000.00   |                 | 474,010.80     |               | 39,989.20    |               | 0.00         |
|            | Grand Totals |                                                 |       |                  | 9,242,638.00 |                 | 8,654,407.29   |               | 588,230.71   |               | 0.00         |



# 2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: The Traffic section review determine an adjusted and reduced scope and limits were now required. The amendment completes the needed changes to the project name, limits, scope, and funding.



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

**MTIP Formal Amendment  
LIMITS CHANGE - MAJOR**  
Adjust project limits, name, scope,  
and funding

|                                                                                                                                                                                                                                 |          |                                 |                                  |                                 |                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------------------------|----------------------------------|---------------------------------|-------------------|
| <b>Lead Agency:</b> ODOT                                                                                                                                                                                                        |          | Project Type:                   | Highway                          | <b>ODOT Key:</b>                | <b>21638</b>      |
| <b>Project Name:</b><br><del>OR213: I-205 - OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>                                                                                                                       | <b>4</b> | Fiscal Constraint Cat:          | SM&O                             | <b>MTIP ID:</b>                 | <b>71191</b>      |
|                                                                                                                                                                                                                                 |          | ODOT Type                       | Safety                           | <b>Status:</b>                  | <b>4</b>          |
|                                                                                                                                                                                                                                 |          | Performance Goal:               | Safety                           | <b>Comp Date:</b>               | <b>12/31/2026</b> |
| <b>Project Status:</b><br>4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).                                                                                             |          | Capacity Enhancing:             | No                               | RTP ID:                         | 12095             |
|                                                                                                                                                                                                                                 |          | Conformity Exempt:              | Yes                              | RTP Approval:                   | 12/6/2018         |
|                                                                                                                                                                                                                                 |          | On CMP:                         | Yes                              | Trans Model:                    | 12/6/2018         |
|                                                                                                                                                                                                                                 |          | 30 Day Notice Begin:            | 11/29/2022                       | TCM:                            | No                |
|                                                                                                                                                                                                                                 |          | 30 Day Notice End:              | 12/30/2022                       | TSMO Award                      | No                |
|                                                                                                                                                                                                                                 |          | Funding Source                  | Metro                            | TSMO Cycle                      | N/A               |
|                                                                                                                                                                                                                                 |          | Funding Type:                   | STBG                             | RFFA ID:                        | N/A               |
|                                                                                                                                                                                                                                 |          | State Highway Route             | OR213                            | RFFA Cycle:                     | N/A               |
|                                                                                                                                                                                                                                 |          | Mile Post Begin:                | <del>0.00</del><br><b>3.69</b>   | UPWP:                           | No                |
|                                                                                                                                                                                                                                 |          | Mile Post End:                  | <del>16.11</del><br><b>14.55</b> | UPWP Cycle:                     | N/A               |
| <b>Short Description:</b><br>Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway. |          | Length:                         | <del>16.11</del><br><b>10.86</b> | Past Amend:                     | 3                 |
|                                                                                                                                                                                                                                 |          | Flex Transfer to FTA            | No                               | Council Appr:                   | Yes               |
|                                                                                                                                                                                                                                 |          | FTA Conversion Code:            | N/A                              | Council Date:                   | 12/5/2022         |
|                                                                                                                                                                                                                                 |          | 1st Year Program'd:             | 2021                             | OTC Approval:                   | No                |
|                                                                                                                                                                                                                                 |          | Years Active:                   | 3                                | OTC Date                        | N/A               |
|                                                                                                                                                                                                                                 |          | <b>STIP Amend #: 21-24-2651</b> |                                  | <b>MTIP Amnd #: DC23-04-DEC</b> |                   |

**Detailed Description:** Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

**STIP Description:** Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

Last Amendment of Modification: Administrative -December 2021 - AM22-07-DEC1 - Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023. Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023.

#### PROJECT FUNDING DETAILS

| Fund Type                                  | Fund Code | Year | Planning | Preliminary Engineering | Right of Way         | Other (Utility Relocation) | Construction           | Total                 |
|--------------------------------------------|-----------|------|----------|-------------------------|----------------------|----------------------------|------------------------|-----------------------|
| <b>Federal Funds</b>                       |           |      |          |                         |                      |                            |                        |                       |
|                                            |           |      |          |                         |                      |                            |                        | \$ -                  |
|                                            |           |      |          |                         |                      |                            |                        | \$ -                  |
|                                            |           |      |          |                         |                      |                            | <b>Federal Totals:</b> | <b>\$ -</b>           |
| <b>State Funds</b>                         |           |      |          |                         |                      |                            |                        |                       |
| State                                      | S010      | 2021 |          | <del>\$ 64,260</del>    |                      |                            |                        | \$ -                  |
| State                                      | S010      | 2021 |          | \$ 64,261               |                      |                            |                        | \$ 64,261             |
| State                                      | S010      | 2023 |          |                         | <del>\$ 48,255</del> |                            |                        | \$ -                  |
| State                                      | S010      | 2023 |          |                         |                      | <del>\$ 15,090</del>       |                        | \$ -                  |
| State                                      | S010      | 2022 |          |                         |                      |                            | <del>\$ 409,142</del>  | \$ -                  |
| State                                      | S010      | 2023 |          |                         |                      |                            | \$ 193,543             | \$ 193,543            |
|                                            |           |      |          |                         |                      |                            |                        | \$ -                  |
|                                            |           |      |          |                         |                      |                            | <b>State Total:</b>    | <b>\$ 257,804</b>     |
| <b>Local Funds</b>                         |           |      |          |                         |                      |                            |                        |                       |
|                                            |           |      |          |                         |                      |                            |                        | \$ -                  |
|                                            |           |      |          |                         |                      |                            |                        | \$ -                  |
| Other funds = local overmatch contribution |           |      |          |                         |                      |                            | <b>Local Total</b>     | <b>\$ -</b>           |
| Phase Totals Before Amend:                 |           |      | \$ -     | <del>\$ 64,260</del>    | <del>\$ 48,255</del> | <del>\$ 15,090</del>       | <del>\$ 409,142</del>  | <del>\$ 536,747</del> |
| Phase Totals After Amend:                  |           |      | \$ -     | \$ 64,261               | \$ -                 | \$ -                       | \$ 193,543             | \$ 257,804            |
| Total Project Cost Estimate (all phases):  |           |      |          |                         |                      |                            | \$                     | \$ 257,804            |
| Year of Expenditure Cost Amount:           |           |      |          |                         |                      |                            | \$                     | \$ 257,804            |



### Programming Summary Details

Why project is short programmed:

|                        |      |      |             |             |              |              |
|------------------------|------|------|-------------|-------------|--------------|--------------|
| Phase Change Amount:   | \$ - | \$ 1 | \$ (48,255) | \$ (15,090) | \$ (215,599) | \$ (278,943) |
| Phase Change Percent:  | 0%   | 0%   | -100%       | -100%       | -52.7%       | -52.0%       |
| Revised Match Federal: | \$ - | N/A  | N/A         | N/A         | N/A          | N/A          |
| Revised Match Percent: | N/A  | N/A  | N/A         | N/A         | N/A          | N/A          |

### Phase Obligations and Expenditures Summary

| Item                     | Planning | PE        | ROW | Other/Utility | Construction |                   |
|--------------------------|----------|-----------|-----|---------------|--------------|-------------------|
| Total Funds Obligated:   |          | \$ 64,261 |     |               |              | Federal Aid ID    |
| Federal Funds Obligated: |          | \$ -      |     |               |              | S160(057)         |
| Initial Obligation Date: |          | 7/19/2021 |     |               |              | Other Notes       |
| EA Number:               |          | PE003318  |     |               |              | State only funded |
| EA Start Date:           |          | N/A       |     |               |              |                   |
| EA End Date:             |          | N/A       |     |               |              |                   |
| Known Expenditures:      |          | N/A       |     |               |              |                   |

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                                                                                                                                                                                                                                                                           |
| 2 | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.                                                                                                                                                                                                                                               |
| 3 | This amendment to the MTIP completes what action: The ODOT Traffic section evaluated the proposed improvements and determined a reduced scope and limits were required. The project is being adjusted to reflect the review and changes. The project name is updated with the revised limits. MP limits are reduced from 16.11 to 10.86. The construction year slips to FFY 2023 and the funding is updated. ROW and UR phase are deleted as well. The limit changes are in excess of 1 mile which triggers the need for a formal amendment. |
| 4 | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), location map                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Public Notification and Comment Process: |                                                                                                                                                                                                                                                                             |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5A                                       | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes                                                                                                                                                                                                    |
| 5B                                       | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 to December 30, 2022                                                                                                                                                 |
| 5C                                       | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes                                                                                                                                                |
| 5D                                       | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes                                                                                                                                         |
| 5E                                       | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments were combined into a public comments log and sent on to Metro's Communication staff for their review and evaluation. |
| 6                                        | Added clarifying notes: The ODOT review results in the ROW and UR phase being canceled. The reduced limits also impact the budget and programming which is reduced.                                                                                                         |

| Fiscal Constraint Consistency Check Areas |                                                                                                                                    |
|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| 1                                         | Will Performance Measurements Apply? Yes, Safety                                                                                   |
| 2A                                        | Does the amendment include fiscal updates? Yes, but reductions not increases.                                                      |
| 2B                                        | What is the funding source for the project? ODOT                                                                                   |
| 2C                                        | Was the Proof-of Funding requirement satisfied and how? Program management review and confirmation of funding changes via the CMR. |
| 2D                                        | Was overall fiscal constraint demonstrated? Yes.                                                                                   |

| RTP Consistency Check Areas |                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                          | RTP ID and Name: ID# 12095 - Safety & Operations Projects                                                                                                                                                                                                                                                                                                          |
| 1B                          | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.                                                                           |
| 2A                          | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 126.93, Table 2                                                                                                                                                                                                                                                               |
| 2B                          | What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.                                                                                                                                                                                                                |
| 3A                          | Is the project considered capacity enhancing? No. The project is not capacity enhancing.                                                                                                                                                                                                                                                                           |
| 3B                          | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. transportation demand modeling analysis is not required for this project as it is not capacity enhancing.                                                                                                              |
| 3C                          | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.                                                                                                                                                                                                                    |
| 3D                          | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4                           | What RTP Goal(s) does the project support? Goal #5 Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.                                                                                                                                                                                  |
| 5                           | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or greater than \$100 million dollars in cost.                                                                             |

### UPWP Consistency Check Areas

|    |                                                                                                                                                                        |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A | Does the MTIP action also require an UPWP amendment: No, the project is not part of the UPWP                                                                           |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable                                                                                             |
| 2  | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable |

### Other Review Areas

|    |                                                                                                                                                                          |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. Identified as a MAP-21 Principal Arterial                     |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle Network, Transit Network, and Freight Network |
| 2B | What is the Metro modeling designation?<br>- Motor Vehicle = Throughway<br>- Transit = Regional Bus<br>- Freight = Roadway Connector                                     |
| 3  | Is the project designated as a Transportation Control Measure (TCM)? No                                                                                                  |
| 4  | Is the project location identified on a Congestion Management Plan route? Yes                                                                                            |

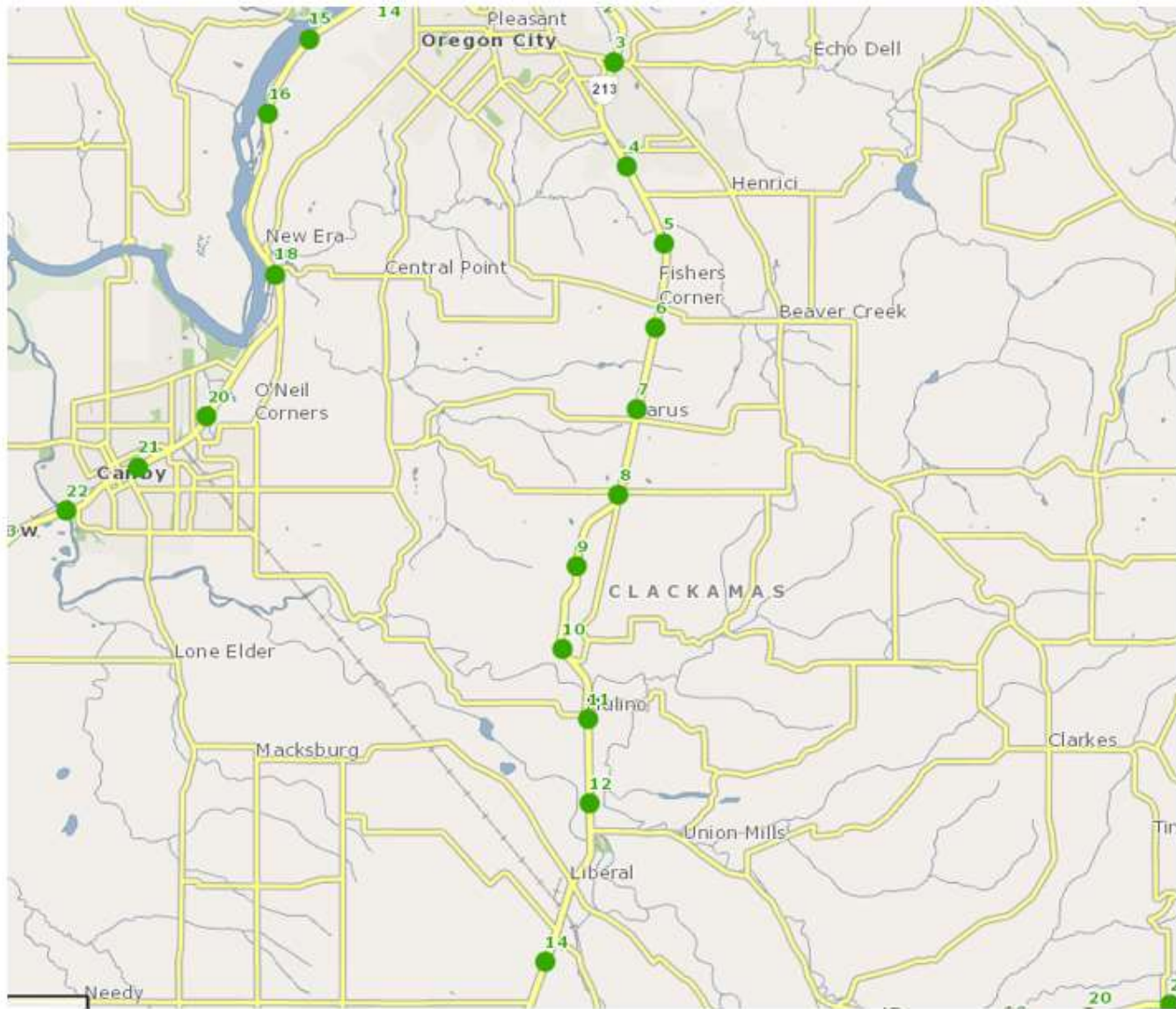
### Fund Type Codes References

|       |                                                                                                                                                                                                                                              |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State | General state funds committed to the project normally to support the match requirement against the federal funds. However in this case, the project is only funded with State funds. They are providing the complete project funding source. |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### 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%          | 64,261.00    | 0.00%           | 0.00           | 100.00%       | 64,261.00    | 0.00%         | 0.00         |
|              | PE Totals |             |       | 100.00%          | 64,261.00    |                 | 0.00           |               | 64,261.00    |               | 0.00         |
| RW           | S010      | STATE       |       | 0.00%            | 0.00         | 0.00%           | 0.00           | 0.00%         | 0.00         | 0.00%         | 0.00         |
|              | RW Totals |             |       | 0.00%            | 0.00         |                 | 0.00           |               | 0.00         |               | 0.00         |
| UR           | S010      | STATE       |       | 0.00%            | 0.00         | 0.00%           | 0.00           | 0.00%         | 0.00         | 0.00%         | 0.00         |
|              | UR Totals |             |       | 0.00%            | 0.00         |                 | 0.00           |               | 0.00         |               | 0.00         |
| CN           | S010      | STATE       |       | 100.00%          | 193,543.00   | 0.00%           | 0.00           | 100.00%       | 193,543.00   | 0.00%         | 0.00         |
|              | CN Totals |             |       | 100.00%          | 193,543.00   |                 | 0.00           |               | 193,543.00   |               | 0.00         |
| Grand Totals |           |             |       |                  | 257,804.00   |                 | 0.00           |               | 257,804.00   |               | 0.00         |

MAP: NEW MP 3.69-14.55



# 2021-2026 MTIP Formal Amendment - Exhibit A

## December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: The project has underwent a scope revision which reduces the project limits impacting the project name. AN updated cost estimate authorizes added ARTS funding for the project as well.



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

**MTIP Formal Amendment  
SCOPE CHANGE**  
Adjust limits and name based on  
revised scope

|                                                                                                           |  |   |                          |                         |                          |            |
|-----------------------------------------------------------------------------------------------------------|--|---|--------------------------|-------------------------|--------------------------|------------|
| Lead Agency: ODOT                                                                                         |  |   | Project Type:            | Highway                 | ODOT Key:                | 21614      |
| Project Name:                                                                                             |  | 5 | Fiscal Constraint Cat:   | SM&O                    | MTIP ID:                 | 71168      |
| <del>US26: SE 8th Ave - SE 87th Ave</del>                                                                 |  |   | ODOT Type:               | Safety                  | Status:                  | 4          |
| US26: SE 8th Ave - SE 58th Ave Sec.                                                                       |  |   | Performance Goal:        | Safety                  | Comp Date:               | 12/31/2027 |
|                                                                                                           |  |   | Capacity Enhancing:      | No                      | RTP ID:                  | 12095      |
| Project Status:                                                                                           |  |   | Conformity Exempt:       | Yes                     | RTP Approval:            | 12/6/2018  |
| 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). |  |   | On CMP:                  | Yes                     | Trans Model:             | 12/6/2018  |
|                                                                                                           |  |   | 30 Day Notice Begin:     | 11/29/2022              | TCM:                     | No         |
|                                                                                                           |  |   | 30 Day Notice End:       | 12/30/2022              | TSMO Award               | No         |
|                                                                                                           |  |   | Funding Source           | ODOT                    | TSMO Cycle               | N/A        |
|                                                                                                           |  |   | Funding Type:            | State                   | RFFA ID:                 | N/A        |
|                                                                                                           |  |   | State Highway Route      | US26                    | RFFA Cycle:              | N/A        |
|                                                                                                           |  |   | Mile Post Begin:         | 1.14                    | UPWP:                    | No         |
|                                                                                                           |  |   | Mile Post End:           | <del>5.35</del><br>3.86 | UPWP Cycle:              | N/A        |
| Short Description:                                                                                        |  |   | Length:                  | <del>4.21</del><br>2.72 | Past Amend:              | 3          |
| Update signals and improve intersection warning signage to improve safety on this section of highway.     |  |   | Flex Transfer to FTA     | No                      | Council Appr:            | Yes        |
|                                                                                                           |  |   | FTA Conversion Code:     | N/A                     | Council Date:            | 12/5/2022  |
|                                                                                                           |  |   | 1st Year Program'd:      | 2021                    | OTC Approval:            | No         |
|                                                                                                           |  |   | Years Active:            | 3                       | OTC Date                 | N/A        |
|                                                                                                           |  |   | STIP Amend #: 21-24-2652 |                         | MTIP Amnd #: DC23-04-DEC |            |

**Detailed Description:** Update signals and improve intersection warning signage to improve safety on this section of highway.

**STIP Description:** Update signals and improve intersection warning signage to improve safety on this section of highway.

Last Amendment of Modification: Administrative -January 2022 - AM22-09-JAN1 -The Administrative Modification convert the SFLP funds back to state funds on PE and ROW per ODOT request

| PROJECT FUNDING DETAILS                   |           |      |          |                         |              |       |                        |                   |
|-------------------------------------------|-----------|------|----------|-------------------------|--------------|-------|------------------------|-------------------|
| Fund Type                                 | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Other | Construction           | Total             |
| <b>Federal Funds</b>                      |           |      |          |                         |              |       |                        |                   |
|                                           |           |      |          |                         |              |       |                        | \$ -              |
|                                           |           |      |          |                         |              |       |                        | \$ -              |
|                                           |           |      |          |                         |              |       | <b>Federal Totals:</b> | <b>\$ -</b>       |
| <b>State Funds</b>                        |           |      |          |                         |              |       |                        |                   |
| State                                     | S010      | 2021 |          | <del>\$ 22,626</del>    |              |       |                        | \$ -              |
| State                                     | S010      | 2021 |          | \$ 50,000               |              |       |                        | \$ 50,000         |
| State                                     | S010      | 2022 |          |                         |              |       | <del>\$ 74,759</del>   | \$ -              |
| State                                     | S010      | 2023 |          |                         |              |       | \$ 278,723             | \$ 278,723        |
|                                           |           |      |          |                         |              |       |                        | \$ -              |
|                                           |           |      |          |                         |              |       | <b>State Total:</b>    | <b>\$ 328,723</b> |
| <b>Local Funds</b>                        |           |      |          |                         |              |       |                        |                   |
|                                           |           |      |          |                         |              |       |                        | \$ -              |
|                                           |           |      |          |                         |              |       |                        | \$ -              |
|                                           |           |      |          |                         |              |       | <b>Local Total</b>     | <b>\$ -</b>       |
| Phase Totals Before Amend:                |           |      | \$ -     | <del>\$ 22,626</del>    | \$ -         | \$ -  | <del>\$ 74,759</del>   | \$ 97,385         |
| Phase Totals After Amend:                 |           |      | \$ -     | \$ 50,000               | \$ -         | \$ -  | \$ 278,723             | \$ 328,723        |
| Total Project Cost Estimate (all phases): |           |      |          |                         |              |       | \$                     | \$ 328,723        |
| Year of Expenditure Cost Amount:          |           |      |          |                         |              |       | \$                     | \$ 328,723        |

| Programming Summary Details                                               |      |           |      |      |            |            |
|---------------------------------------------------------------------------|------|-----------|------|------|------------|------------|
| Why project is short programmed: N/A. The project is not short programmed |      |           |      |      |            |            |
| Phase Change Amount:                                                      | \$ - | \$ 27,374 | \$ - | \$ - | \$ 203,964 | \$ 231,338 |
| Phase Change Percent:                                                     | 0%   | 121%      | 0%   | 0%   | 272.8%     | 237.5%     |
| Revised Match Federal:                                                    | \$ - | N/A       | \$ - | \$ - | N/A        | \$ -       |
| Revised Match Percent:                                                    | N/A  | N/A       | N/A  | N/A  | N/A        | N/A        |

| Phase Obligations and Expenditures Summary |          |           |     |               |              |                |
|--------------------------------------------|----------|-----------|-----|---------------|--------------|----------------|
| Item                                       | Planning | PE        | ROW | Other/Utility | Construction |                |
| Total Funds Obligated:                     |          | \$ 50,000 |     |               |              | Federal Aid ID |
| Federal Funds Obligated:                   |          | \$ -      |     |               |              | S026(167)      |
| Initial Obligation Date:                   |          | 7/19/21   |     |               |              | Other Notes:   |
| EA Number:                                 |          | PE003317  |     |               |              |                |
| EA Start Date:                             |          | N/A       |     |               |              |                |
| EA End Date:                               |          | N/A       |     |               |              |                |
| Known Expenditures:                        |          | N/A       |     |               |              |                |

| MTIP Programming Consistency Check Details and Glossary |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General Areas                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                                       | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                                                                                                                                                                                                              |
| 2                                                       | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.                                                                                                                                                                                  |
| 3                                                       | This amendment to the MTIP completes what action: The formal amendment adjusts the project name, limits and adds funding to support the revised project scope. The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced. Although the project limits were reduced, the revised project cost increased to both PE and Construction. The construction phase also has been updated to obligate the phase during FFY 2023. |
| 4                                                       | MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR)                                                                                                                                                                                                                                                                                                                                                                          |



| Public Notification and Comment Process: |                                                                                                                                                                                                                                                                     |
|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5A                                       | Was a 30 Public Notification/Opportunity to Comment Period Required? Yes                                                                                                                                                                                            |
| 5B                                       | What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 to December 30, 2022                                                                                                                                         |
| 5C                                       | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes                                                                                                                                        |
| 5D                                       | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes                                                                                                                                 |
| 5E                                       | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments are combined into a comments log and sent on to Metro's Communication staff for their review and evaluation. |
| 6                                        | Added clarifying notes: Limits change exceed 1 mile triggering the need for a formal amendment.                                                                                                                                                                     |

| Fiscal Constraint Consistency Check Areas |                                                                                                                                     |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| 1                                         | Will Performance Measurements Apply? Yes, Safety                                                                                    |
| 2A                                        | Does the amendment include fiscal updates? Yes                                                                                      |
| 2B                                        | What is the funding source for the project? ARTS program                                                                            |
| 2C                                        | Was the Proof-of Funding requirement satisfied and how? Added funding justification approved in the Change Management Request (CMR) |
| 2D                                        | Was overall fiscal constraint demonstrated? Yes                                                                                     |

| RTP Consistency Check Areas |                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                          | RTP ID and Name: ID# 12095 - Safety & Operations Projects                                                                                                                                                                                                                                                                                                          |
| 1B                          | RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.                                                                           |
| 2A                          | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? Yes, per 93.126, Table 2                                                                                                                                                                                                                                                               |
| 2B                          | What is the exception category per the regulation: Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.                                                                                                                                                                                                                         |
| 3A                          | Is the project considered capacity enhancing? No. The project is no capacity enhancing.                                                                                                                                                                                                                                                                            |
| 3B                          | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.                                                                                                                                                                                |
| 3C                          | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply                                                                                                                                                                                                                     |
| 3D                          | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4                           | What RTP Goal(s) does the project support? Goal Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.                                                                                                                                                                                     |
| 5                           | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing nor does it exceed \$100 million in cost.                                                                                  |

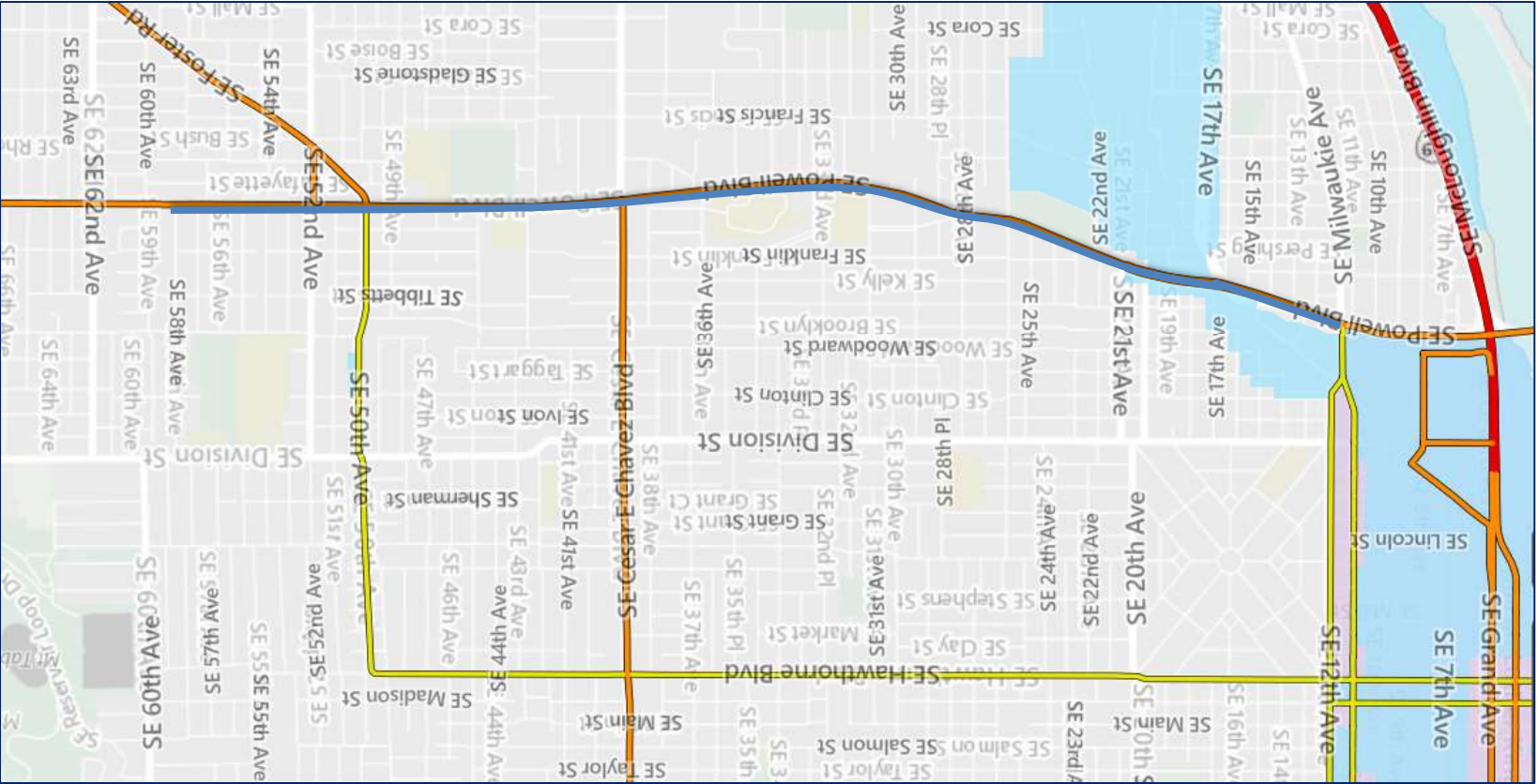


| UPWP Consistency Check Areas |                                                                                                                                                                           |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A                           | Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's annual UPWP.                                                                  |
| 1B                           | Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable                                                                                                |
| 2                            | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)?<br>Not Applicable |

| Other Review Areas |                                                                                                                                                                                                                 |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                  | Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, US26 in the project limits is identified as a                                                        |
| 2A                 | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Transit, Freight, Bicycle, and Pedestrian modeling networks                         |
| 2B                 | What is the Metro modeling designation?<br>- Motor Vehicle = Major Arterial<br>- Transit = Future HCT line<br>- Freight = Roadway Connector<br>- Bicycle = Bicycle Parkway<br>- Pedestrian = Pedestrian Parkway |
| 3                  | Is the project designated as a Transportation Control Measure (TCM)? No                                                                                                                                         |
| 4                  | Is the project location identified on a Congestion Management Plan route? Yes                                                                                                                                   |

| Fund Type Codes References |                                                                                                                                                                                              |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State                      | General state funds committed to the project normally to support the match requirement against the federal funds. However, for this project, ODOT is using 100% State funds for the project. |

| 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%          | 50,000.00    | 0.00%           | 0.00           | 100.00%       | 50,000.00    | 0.00%         | 0.00         |
|              | PE Totals |             |       | 100.00%          | 50,000.00    |                 | 0.00           |               | 50,000.00    |               | 0.00         |
| RW           | S010      | STATE       |       | 0.00%            | 0.00         | 0.00%           | 0.00           | 0.00%         | 0.00         | 0.00%         | 0.00         |
|              | RW Totals |             |       | 0.00%            | 0.00         |                 | 0.00           |               | 0.00         |               | 0.00         |
| CN           | S010      | STATE       |       | 100.00%          | 278,723.00   | 0.00%           | 0.00           | 100.00%       | 278,723.00   | 0.00%         | 0.00         |
|              | CN Totals |             |       | 100.00%          | 278,723.00   |                 | 0.00           |               | 278,723.00   |               | 0.00         |
| Grand Totals |           |             |       |                  | 328,723.00   |                 | 0.00           |               | 328,723.00   |               | 0.00         |



# 2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: The project involves the annual Metro-TriMet STBG for Local funds exchange. The project is being updated to reflect how TriMet will use the STBG from Metro.



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

**MTIP Formal Amendment  
SCOPE CHANGE/ADVANCE**  
Update project to reflect as Prevent  
Maint Support Project

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |                                                            |                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------|----------------------------------------------|
| Lead Agency: <b>Metro</b> <b>TriMet</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          | Project Type: <del>Local Road</del><br><b>Transit</b>      | ODOT Key: <del>22164</del><br><b>New TBD</b> |
| Project Name:<br><del>Transit Oriented Development (TOD) program (FFY 2023)</del><br><b>Preventive Maintenance Support (FFY 2023)</b>                                                                                                                                                                                                                                                                                                                                                                           | <b>6</b> | Fiscal Constraint Cat: <del>Capital</del><br><b>Maint.</b> | MTIP ID: <b>71103</b>                        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | ODOT Type: TBD                                             | Status: <b>T22</b>                           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Performance Goal: Congest Mitigation                       | Comp Date: <b>9/30/2024</b>                  |
| Project Status:<br>T22 = Programming actions in progress or programmed in current MTIP                                                                                                                                                                                                                                                                                                                                                                                                                          |          | Capacity Enhancing: No                                     | RTP ID: <del>11103</del><br><b>11335</b>     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Conformity Exempt: Yes                                     | RTP Approval: 12/6/2018                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | On CMP: No                                                 | Trans Model: 12/6/2018                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | 30 Day Notice Begin: 11/29/2022                            | TCM: No                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | 30 Day Notice End: 12/30/2022                              | TSMO Award: No                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Funding Source: Metro                                      | TSMO Cycle: N/A                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Funding Type: STBG                                         | RFFA ID: N/A                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | State Highway Route: No                                    | RFFA Cycle: N/A                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Mile Post Begin: N/A                                       | UPWP: No                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Mile Post End: N/A                                         | UPWP Cycle: N/A                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Length: N/A                                                | Past Amend: 0                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Flex Transfer to FTA: <b>YES</b>                           | Council Appr: Yes                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | FTA Conversion Code: <b>5307</b>                           | Council Date: 12/5/2022                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | 1st Year Program'd: 2025                                   | OTC Approval: No                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | Years Active: 0                                            | OTC Date: N/A                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          | STIP Amend #: TBD                                          | MTIP Amnd #: DC23-04-DEC                     |
| Short Description:<br><del>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 2023 allocation year)</del><br><b>Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district.</b> |          |                                                            |                                              |

**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:~~

- ~~• 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 placemaking and local identity; and~~
- ~~• Support 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 2023 allocation year)~~

TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs. (FFY 2023 allocation)

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)         | Total               |
| <b>Federal Funds</b>    |                 |                 |          |                         |              |              |                         |                     |
| <del>STBG-U</del>       | <del>Z230</del> | <del>2025</del> | -        |                         |              |              | <del>\$ 3,600,373</del> | \$ -                |
| STBG-U                  | Z230            | 2023            |          |                         |              |              | \$ 3,600,373            | \$ 3,600,373        |
|                         |                 |                 |          |                         |              |              |                         | \$ -                |
|                         |                 |                 |          |                         |              |              | <b>Federal Totals:</b>  | <b>\$ 3,600,373</b> |
| <b>State Funds</b>      |                 |                 |          |                         |              |              |                         |                     |
|                         |                 |                 |          |                         |              |              |                         | \$ -                |
|                         |                 |                 |          |                         |              |              |                         | \$ -                |
|                         |                 |                 |          |                         |              |              | <b>State Total:</b>     | <b>\$ -</b>         |

| Local Funds                                |       |      |    |   |    |   |                       |              |
|--------------------------------------------|-------|------|----|---|----|---|-----------------------|--------------|
| Local                                      | Match | 2025 | -  |   |    |   | <del>\$ 412,079</del> | \$ -         |
| Local                                      | Match | 2023 |    |   |    |   | \$ 412,079            | \$ 412,079   |
|                                            |       |      |    |   |    |   |                       | \$ -         |
| Other funds = local overmatch contribution |       |      |    |   |    |   | Local Total           | \$ 412,079   |
| Phase Totals Before Amend:                 | \$    | -    | \$ | - | \$ | - | \$ 4,012,452          | \$ 4,012,452 |
| Phase Totals After Amend:                  | \$    | -    | \$ | - | \$ | - | \$ 4,012,452          | \$ 4,012,452 |
| Total Project Cost Estimate (all phases):  |       |      |    |   |    |   |                       | \$ 4,012,452 |
| Year of Expenditure Cost Amount:           |       |      |    |   |    |   |                       | \$ 4,012,452 |

| Programming Summary Details      |    |     |    |     |    |         |
|----------------------------------|----|-----|----|-----|----|---------|
| Why project is short programmed: |    |     |    |     |    |         |
| Phase Change Amount:             | \$ | -   | \$ | -   | \$ | -       |
| Phase Change Percent:            |    | 0%  |    | 0%  |    | 0%      |
| Revised Match Federal:           | \$ | -   | \$ | -   | \$ | 412,079 |
| Revised Match Percent:           |    | N/A |    | N/A |    | 10.27%  |

| Phase Obligations and Expenditures Summary |          |    |     |              |              |                                                                                         |
|--------------------------------------------|----------|----|-----|--------------|--------------|-----------------------------------------------------------------------------------------|
| Item                                       | Planning | PE | ROW | Construction | Other        |                                                                                         |
| Total Funds Obligated:                     |          |    |     |              | \$ 4,012,452 | Federal Aid ID                                                                          |
| Federal Funds Obligated:                   |          |    |     |              | \$ 3,600,373 | N/A                                                                                     |
| Initial Obligation Date:                   |          |    |     |              | Pending      | Other Notes<br>STBG will be flexed<br>transferred to FTA and<br>obligated through TrAMS |
| EA Number:                                 |          |    |     |              | N/A          |                                                                                         |
| EA Start Date:                             |          |    |     |              | N/A          |                                                                                         |
| EA End Date:                               |          |    |     |              | N/A          |                                                                                         |
| Known Expenditures:                        |          |    |     |              | \$ -         |                                                                                         |

| MTIP Programming Consistency Check Details and Glossary |                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General Areas                                           |                                                                                                                                                                                                                                                                                                |
| 1                                                       | Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.                                                                                                             |
| 2                                                       | Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. |
| 3                                                       | This amendment to the MTIP completes what action:                                                                                                                                                                                                                                              |
| 4                                                       | MTIP Programming Submitted Supporting Documentation: TPAC agenda item with initial rankings                                                                                                                                                                                                    |
| Public Notification and Comment Process:                |                                                                                                                                                                                                                                                                                                |
| 5A                                                      | Was a 30 Public Notification/Opportunity to Comment Period Required?                                                                                                                                                                                                                           |
| 5B                                                      | What were the 30 day Public Notification/Opportunity to Comment Start and end dates?                                                                                                                                                                                                           |
| 5C                                                      | Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?                                                                                                                                                                       |
| 5D                                                      | Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?                                                                                                                                                                |
| 5E                                                      | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff?                                                                                                                                                                  |
| 6                                                       | Added clarifying notes:                                                                                                                                                                                                                                                                        |
| Fiscal Constraint Consistency Check Areas               |                                                                                                                                                                                                                                                                                                |
| 1                                                       | Will Performance Measurements Apply?                                                                                                                                                                                                                                                           |
| 2A                                                      | Does the amendment include fiscal updates?                                                                                                                                                                                                                                                     |
| 2B                                                      | What is the funding source for the project?                                                                                                                                                                                                                                                    |
| 2C                                                      | Was the Proof-of Funding requirement satisfied and how?                                                                                                                                                                                                                                        |
| 2D                                                      | Was overall fiscal constraint demonstrated?                                                                                                                                                                                                                                                    |
| RTP Consistency Check Areas                             |                                                                                                                                                                                                                                                                                                |
| 1A                                                      | RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1                                                                                                                                                                                                               |
| 1B                                                      | RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.                                                                                                                                   |
| 2A                                                      | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3?                                                                                                                                                                                                                    |
| 2B                                                      | What is the exception category per the regulation:                                                                                                                                                                                                                                             |
| 3A                                                      | Is the project considered capacity enhancing?                                                                                                                                                                                                                                                  |
| 3B                                                      | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment?                                                                                                                                                        |

|    |                                                                                                                                                                                                                                                                                                                                                                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply                                                                                                                                                                                                                     |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4  | What RTP Goal(s) does the project support?                                                                                                                                                                                                                                                                                                                         |
| 5  | Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant)                                                                                                                                                                      |

#### UPWP Consistency Check Areas

|    |                                                                                                                                                         |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP                                                                |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment?                                                                                             |
| 2  | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? |

#### Other Review Areas

|    |                                                                                                         |
|----|---------------------------------------------------------------------------------------------------------|
| 1  | Is the project location identified on the National Highway System (NHS), and what is its designation?   |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? |
| 2B | What is the Metro modeling designation?                                                                 |
| 3  | Is the project designated as a Transportation Control Measure (TCM)?                                    |
| 4  | Is the project location identified on a Congestion Management Plan route?                               |



## Fund Type Codes References

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Local  | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| STBG-U | (Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5307   | Federal Transit Administration funding code from section 5307. 5307 funds are appropriated via a formula to eligible transit agencies in their urbanized zone areas (UZA). Fund eligibility includes planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In this specific case, TriMet will flex transfer the STBG overt to FTA. The funds will be converted to 5307 to support their Preventative Maintenance program. |

**ODOT Key: 22164 | MTIP ID: 71103**

Transit Oriented Development (TOD) program (FFY 2023) - Cycle 2021-26

### Current Programming

| phase                  | year | fund type  | federal amount     | minimum local match | other amount | total              | hold from mtip           |
|------------------------|------|------------|--------------------|---------------------|--------------|--------------------|--------------------------|
| Other (explain)        | 2025 |            | \$3,600,373        | \$412,079           |              | \$4,012,452        | <input type="checkbox"/> |
|                        | 2023 | STBG-URBAN | \$3,600,373        | \$412,079           |              | \$4,012,452        |                          |
| <b>Totals &gt;&gt;</b> |      |            | <b>\$3,600,373</b> | <b>\$412,079</b>    | <b>\$0</b>   | <b>\$4,012,452</b> |                          |

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 22, 2022  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: December FFY 2023 MTIP Formal Amendment & Resolution 22-5299 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

#### **FOR THE PURPOSE OF AMENDING SIX EXISTING PROJECTS TO ENABLE PENDING FEDERAL APPROVAL STEPS AND PHASE OBLIGATIONS TO OCCUR**

### **BACKGROUND**

#### **What This Is:**

The December FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle address needed scope, limits, and funding adjustments to six projects enabling the next federal approval step or phase obligations to occur. The summary of changes includes the following:

- Three ODOT projects (Keys 20474, 21601, and 21602) are involved in funding and scope splits (from 20474 and 21601) to be combined into Key 20602.
- Two ODOT projects are being updated for limits and scope revisions.
- The sixth project updates and confirms the Metro-TriMet annual fun exchange to Key 22164. TriMet receives STBG in exchange for local funds Metro will use for Transit Oriented Development (TOD) outreach activities. TriMet will use the federal Surface Transportation Block Grant funds to support their annual Preventative Maintenance program.

#### **What is the requested action?**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5299 consisting of six amended projects enabling federal reviews and fund obligations to then occur.**

A summary of the projects and amendment actions within the bundle are shown on the next pages.

| December FFY 2023 Formal Transition Amendment Bundle Contents |             |                                                                                                     |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amendment Type: Formal/Full                                   |             |                                                                                                     |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                  |
| Amendment #: DC23-04-DEC                                      |             |                                                                                                     |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                  |
| Total Number of Projects: 6                                   |             |                                                                                                     |                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                  |
| Key Number & MTIP ID                                          | Lead Agency | Project Name                                                                                        | Project Description                                                                                                                                                                                                                      | Amendment Action                                                                                                                                                                                                                                 |
| (#1)<br>ODOT<br>Key #<br><b>20474</b><br>MTIP ID<br>71002     | ODOT        | <b>Regionwide ITS Improvements and Upgrades</b>                                                     | Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1                      | <b><u>SPLIT &amp; CANCEL:</u></b><br>The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result Key 20474 is canceled. |
| (#2)<br>ODOT<br>Key #<br><b>20601</b><br>MTIP ID<br>71155     | ODOT        | <b>Portland Metro and Surrounding Areas Variable Message Signs</b>                                  | Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. | <b><u>SPLIT &amp; TRANSFER:</u></b><br>The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.                                                                                                       |
| (#3)<br>ODOT<br>Key #<br><b>21602</b><br>MTIP ID<br>71156     | ODOT        | <b>I-5: Marquam Bridge - Capitol Highway</b>                                                        | Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.                                                                                                  | <b><u>COMBINE:</u></b><br>The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.                                                                                                    |
| (#4)<br>ODOT<br>Key #<br><b>21638</b><br>MTIP ID:<br>71191    | ODOT        | <del>OR213: I-205</del><br><del>OR211</del><br><b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>       | Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.                                       | <b><u>LIMITS CHANGE – MAJOR</u></b><br>The project limits and scope elements are reduced based on the ODOT Traffic Section assessment for the project                                                                                            |
| (#5)<br>ODOT<br>Key #<br><b>22614</b><br>MTIP ID:<br>71168    | ODOT        | <del>US26: SE 8th Ave</del><br><del>SE 87th Ave</del><br><b>US26: SE 8th Ave - SE 58th Ave Sec.</b> | Update signals and improve intersection warning signage to improve safety on this section of highway.                                                                                                                                    | <b><u>SCOPE CHANGE:</u></b><br>The formal amendment adjusts the project name, limits, and adds funding to support the revised project scope.                                                                                                     |

|                                                            |                               |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                            |                               |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced.                                                                                                                                               |
| (#6)<br>ODOT<br>Key #<br><b>22164</b><br>MTIP ID:<br>71103 | <b>Metro</b><br><b>TriMet</b> | Transit Oriented Development (TOD) program (FFY 2023)<br>Preventive Maintenance Support (FFY 2023) | <del>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 2023 allocation year)</del><br><b>Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on- going maintenance of Bus and Rail fleets in TriMet's 3- county service district.</b> | <b><u>SCOPE CHANGE/ADVANCE:</u></b><br>The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet's confirmation to use the STBG fund exchange from Metro in support of the Preventative Maintenance program |

**AMENDMENT BUNDLE SUMMARY:**

A total of six projects are included in the December FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number DC23-04-DEC. All changes are to existing projects. There are no new projects included in the bundle. All projects completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on November 29, 2022 and closed on December 30, 2022.

A more detailed overview of each project amendment in the bundle begins below.

| <b>Project #1<br/>Key<br/>20474</b>                                                                                                                                                                                                                                                    | <b>Regionwide ITS Improvements and Upgrades<br/>(Split &amp; Cancel)<br/>Lead Agency: ODOT</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <b><u>Project Description:</u></b><br>Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1                              |                                                                                                |
| <b>Identifications/Key Consistency Check Areas:</b> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• ODOT Key Number: <b>20474</b></li> <li>• MTIP ID#: 71002</li> <li>• RTP ID: 11584</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> </ul> |                                                                                                |

- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. Remaining scope is being transferred to Key 21602
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

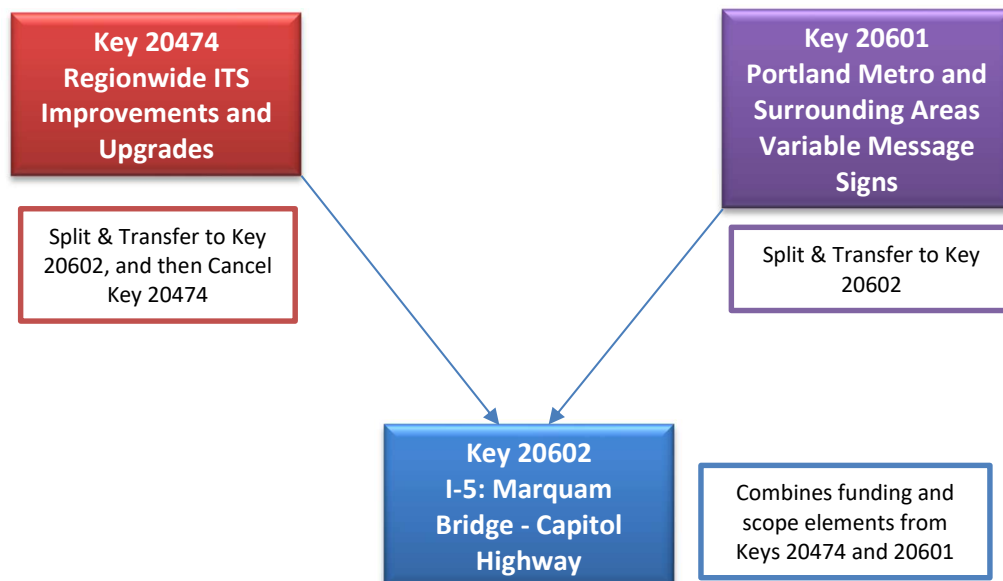
### **Description of Changes**

The formal amendment transfers the remaining unexpended funding (\$292,947 total) to Key 21602 along with the scope elements. Initial research and scope evaluation determined the total project cost was well outside of the available budget.

The unexpended funds and scope will be applied to the "I-5: Marquam Bridge to Capitol Hwy" project in Key 21602 which will install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. The scope surrounds the need for the Iowa site improvement location initially in Key 20474 to be shifted to Key 21602 which ODOT has deemed a high priority. The actions to Key 20474 result in the project being canceled which triggers the need for the formal amendment.

Key 20474 also is a "prior obligated project". It is currently active, but does not appear in the active 2021-24 MTIP. The PE obligation occurred in FFY 2020. The project will remain in the MTIP and STIP historical databases reflecting the changes. However, because Key 20474 is a prior obligated project, the updated changes will not appear as an active and visible project.

Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 20601, and 20602  
All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management (ATM) improvements



**Support Item(s):** Location Map

The project's PE phase evaluated improvements regionally across all three counties within the Metro MPA. Key 20474 is considered a regional project with specific improvement locations assigned to other projects.



|                                     |                                                                                                                     |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| <b>Project #2<br/>Key<br/>20601</b> | <b>Portland Metro and Surrounding Areas Variable Message Signs<br/>(Split &amp; Transfer)<br/>Lead Agency: ODOT</b> |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------|

**Project Description:**

Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

**Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **20601**
- MTIP ID#: 71155
- RTP ID: 11584
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. Funding is being split and transferred to Key 21602
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

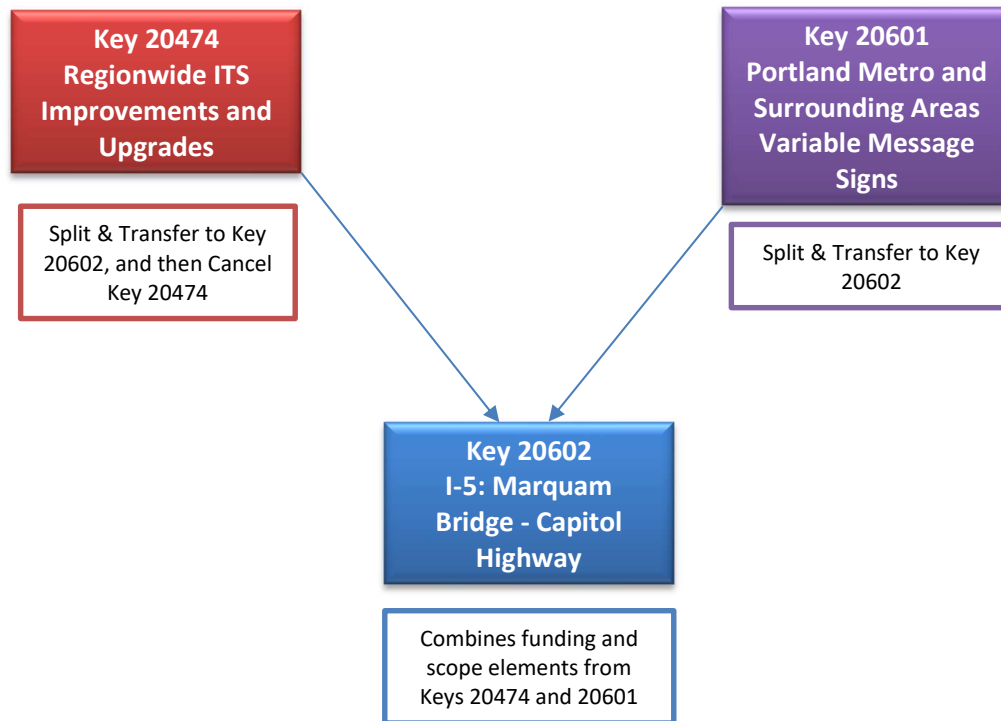
The formal amendment splits and transfers funding, and combines the funds into Key 20602. Key 20601 functions as an ITS project grouping bucket with revenues dedicated to active traffic management.

The purpose of the Portland Metro and surrounding areas variable message signs project (K21601) is the replacement and installation of Variable Message Signs (VMS) signs to

improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

The proposed change will move funds to K21602 to deliver improvements at four locations on I-5 between the Marquam Bridge and Capitol Highway. This one of two funding contributions to Key 20602 with the other from Key 20474. The added funding supports ITS scope elements combined from Key 20404 into Key 20602.

Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 20601, and 20602  
All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management (ATM) improvements



#### Support Item(s): Summary of funding transfer:

##### Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) reducing scope and budget on *Portland Metro and surrounding areas variable message signs* project.

Project being reduced:

| Portland Metro and surrounding areas variable message signs (K21601) |      |             |           |
|----------------------------------------------------------------------|------|-------------|-----------|
| PHASE                                                                | YEAR | COST        |           |
|                                                                      |      | Current     | Proposed  |
| Preliminary Engineering                                              | 2023 | \$328,437   | \$328,437 |
| Construction                                                         | 2024 | \$1,314,085 | \$266,572 |
| TOTAL                                                                |      | \$1,642,522 | \$595,009 |



Key 20601 functions as a regional revenue project grouping bucket (PGB) supporting Active Traffic Management Improvements across the three counties within the Metro MPA boundary.



|                                     |                                                                                               |
|-------------------------------------|-----------------------------------------------------------------------------------------------|
| <b>Project #3<br/>Key<br/>20602</b> | <b>I-5: Marquam Bridge - Capitol Highway<br/>(Split &amp; Transfer)<br/>Lead Agency: ODOT</b> |
|-------------------------------------|-----------------------------------------------------------------------------------------------|

**Project Description:**

Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

**Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **20602**
- MTIP ID#: 71156
- RTP ID: 11584
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. Funding is being split and transferred to Key 21602
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The formal amendment completes the funding splits and scope transfers from Key 20474 and 20601. Changing the scope between Key 20474 and Key 20602 was a result that the total PE design estimate that covers (ODOT fees in addition to the consultant fees) came much higher than the STIP PE budget. The PE budget in the STIP that was underestimated during the scoping.

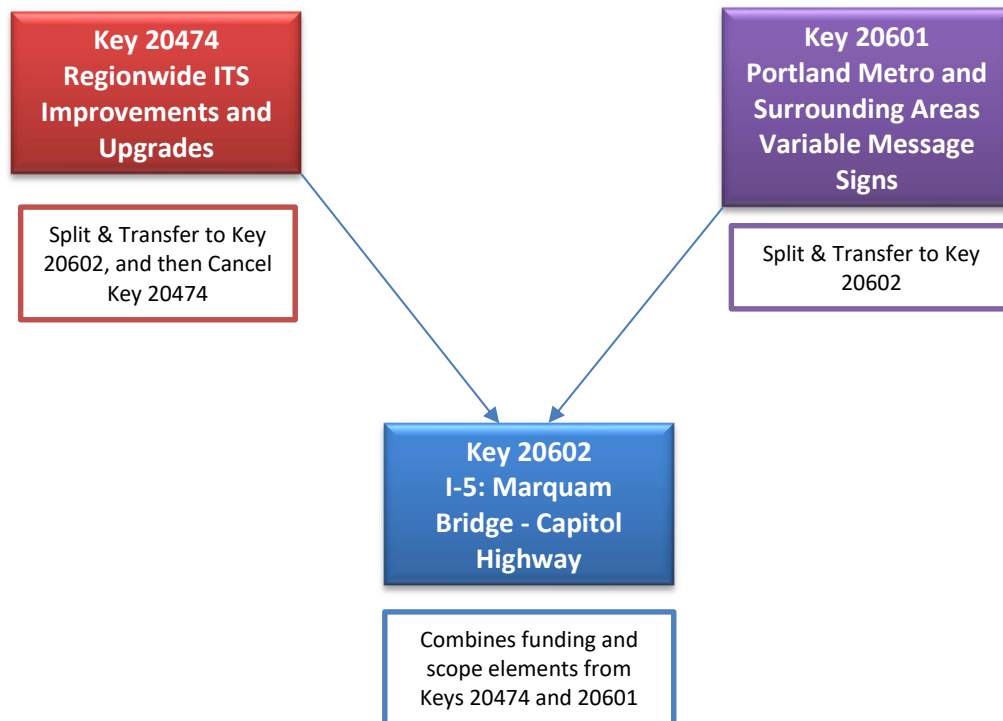
ODOT went through several exercises to evaluate the scope and budget for this project also evaluated other locations from other projects based on their priorities in addition to find other source of safety fund to cover the gap.

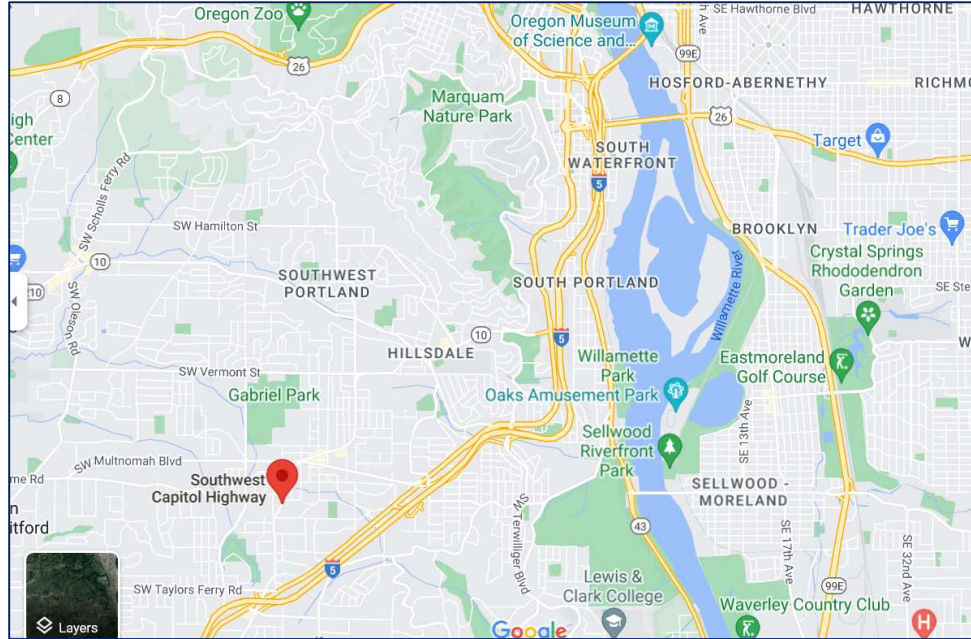
Advance investigation was performed by ODOT and based on traffic recommendations it was recommended to Move the NB-Iowa Location from K20474 to k21602 based on the priority and high ranked.

**Budget change actions:**

1. The PE phase budget is increased to cover the gap on the PE fund to cover (ODOT fees and the consultant fees) that came much higher than the estimated STIP PE amount. The current PE budget that shows in the STIP was underestimated during the scoping.
2. Other actions included the creation of the Other phase to make it available to the ITS' group to purchase the VMS signs utilizing the current contract. The VMS cost is locked in the current contract and Salem ITS group recommended to use the contract to avoid the cost getting higher because of the material inflation.
3. The final action decreases the construction phase to move \$514,000 to the OTHER phase to purchase the VMS.

Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 20601, and 20602  
All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management (ATM) improvements



**Support Item(s):** General project location map

|                   |                                                |
|-------------------|------------------------------------------------|
| <b>Project #4</b> | <b>OR213: I-205 - OR211</b>                    |
| <b>Key</b>        | <b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b> |
| <b>20601</b>      | <b>(Limits Change - Major)</b>                 |
|                   | <b>Lead Agency: ODOT</b>                       |

**Project Description:**

Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

**Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- ODOT Key Number: **21638**
- MTIP ID#: 71191
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No
- Performance Measurements applicable: Yes, Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

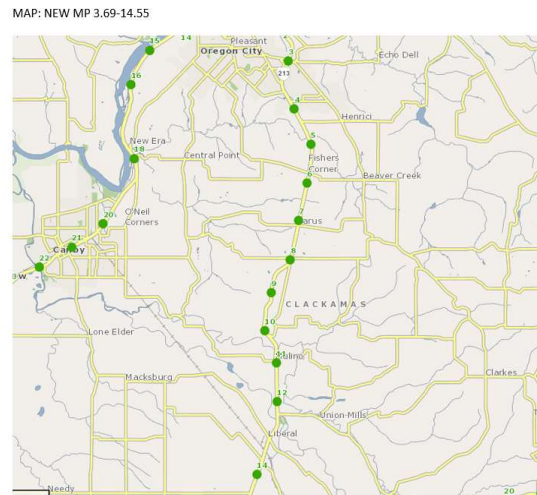
**Description of Changes**

The ODOT Traffic section evaluated the proposed improvements and determined a reduced scope and limits were required. The project is being adjusted to reflect the review and changes. The change include:

- The project name is updated with the revised limits.
- The length of the total MP limits are reduced from 16.11 to 10.86.

- The construction year slips to FFY 2023.
- The funding is updated.
- ROW and UR phase are deleted as well.

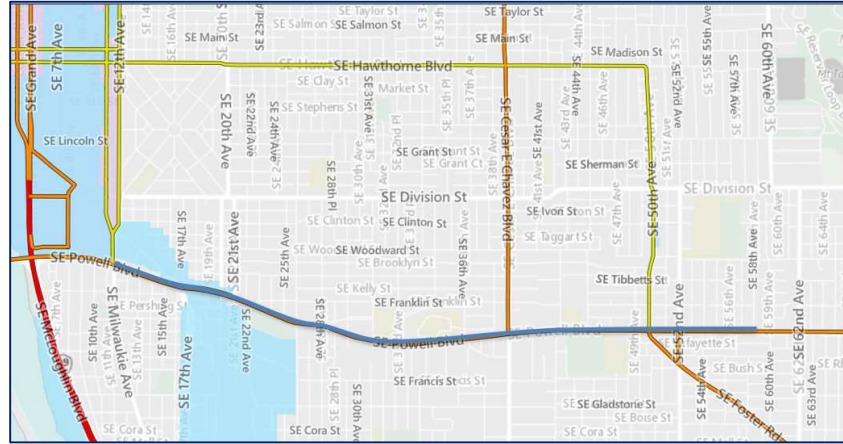
Note: The limit changes are greater than one mile which triggers the need for a formal amendment.

**Support Item(s):** Location Map

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project #5</b><br><b>Key</b><br><b>21614</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>US26: SE 8th Ave - SE 87th Ave</b><br><b>US26: SE 8th Ave - SE 58th Ave Sec.</b><br><b>(Scope Change)</b><br><b>Lead Agency: ODOT</b> |
| <b><u>Project Description:</u></b><br>Update signals and improve intersection warning signage to improve safety on this section of highway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                          |
| <b>Identifications/Key Consistency Check Areas:</b> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• ODOT Key Number: <b>21614</b></li> <li>• MTIP ID#: New - TBD</li> <li>• RTP ID: 12095</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval required: No</li> <li>• Performance Measurements applicable: Indirectly, Safety</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes</li> <li>• Can the required changes be made, or can the project be added to the MTIP without issues: Yes</li> </ul> |                                                                                                                                          |

**Description of Changes**

The formal amendment completes similar action to Key 2114 as is occurring to Key 21638. ODOT's Traffic section evaluated the project improvement needs and determined a reduced scope was needed. The project name, limits, and funding are updated based on the revised scope, limits and costs. The project limits change exceeds 1 mile which triggers the need for the formal amendment.

**Support Item(s): Location map**

**Project #6**  
**Key**  
**22164**  
The Key #  
will be  
changed

**Transit Oriented Development (TOD) program (FFY 2023)**  
**Preventive Maintenance Support (FFY 2023)**  
(Scope Change)  
Lead Agency: ~~Metro~~ **TriMet**

**Project Description:**

~~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 2023 allocation year)~~

**Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3- county service district.**

**Identifications/Key Consistency Check Areas:**

- Lead Agency: TriMet
- ODOT Key Number: **22164**. Note: The project is being advanced from FFY 2025 which is outside of the constrained STIP to FFY 2023. From the STIP perspective, it appears a new project is being added. Because of this, a new ODOT Key number must be assigned to the project to be reprogrammed in FFY 2023.
- MTIP ID#: 71103
- RTP ID: 11335
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes



- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: No.
- Performance Measurements applicable: Yes – Congestion mitigation
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes


### Description of Changes

Each year Metro and TriMet complete a fund exchange to help better leverage both agency's funds. Metro exchanges allocated Surface Transportation Bloc Grant (STBG) for TriMet local funds. Metro uses the local funds to support their Transit Oriented Development (TOD) program outreach activities. By defederalizing the TOD program and funding it with local funds, a greater and more efficient use of the funds results.

TriMet receives STBG from Metro. The STBG is eligible to be flex transferred over to FTA to support various FTA transit program areas. TriMet already commits federal funds to their annual Preventative Maintenance program. Through the exchange, TriMet adds the STBG to their federalized annual Preventative Maintenance program.

In a few past years, FTA's formula fund apportionments (5307, 5310, 5339, etc.) were not consistent. To provide maximum flexibility from the fund exchange, Metro set-up a federalized TOD placeholder project that provided extra time to TriMet to resolve any apportionment issues and decide how they wanted to apply STBG. The current TOD project in Key 22164 was created with the understanding that it would be converted into the final transit support area when TriMet was ready to flex transfer and obligate the funds.

The formal now occurring is converting the project base don TriMet's confirmation to support their annual Preventative Maintenance program

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**ODOT Key: 22164 | MTIP ID: 71103**

Transit Oriented Development (TOD) program (FFY 2023) - Cycle 2021-26

**Current Programming**

| phase                  | year | fund type  | federal amount     | minimum local match | other amount | total              | hold from mtip           |
|------------------------|------|------------|--------------------|---------------------|--------------|--------------------|--------------------------|
| Other (explain)        | 2025 |            | \$3,600,373        | \$412,079           |              | \$4,012,452        | <input type="checkbox"/> |
|                        | 2023 | STBG-URBAN | \$3,600,373        | \$412,079           |              | \$4,012,452        |                          |
| <b>Totals &gt;&gt;</b> |      |            | <b>\$3,600,373</b> | <b>\$412,079</b>    | <b>\$0</b>   | <b>\$4,012,452</b> |                          |

## 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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- 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.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30 day Public Notification period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the December FFY 2023 Formal MTIP amendment (DC23-04-DEC) will include the following:

| <u>Action</u>                                                   | <u>Target Date</u>      |
|-----------------------------------------------------------------|-------------------------|
| • TPAC Agenda mail-out.....                                     | November 22, 2022       |
| • Initiate the required 30-day public notification process..... | November 29, 2022       |
| • <b>TPAC notification and approval recommendation.....</b>     | <b>December 2, 2022</b> |
| • JPACT approval and recommendation to Council.....             | December 15, 2022       |
| • Completion of public notification process.....                | December 30, 2022       |
| • Metro Council approval.....                                   | January 5, 2023         |

### 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..... | January 12 ,2023           |
| • USDOT clarification and final amendment approval.....   | Early to mid-February 2023 |



**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 22-5299 consisting of six amended projects enabling federal reviews and fund obligations to then occur.**

No Attachments

BEFORE THE METRO COUNCIL

|                                            |   |                                        |
|--------------------------------------------|---|----------------------------------------|
| <b>FOR THE PURPOSE OF COMPLETING A HIP</b> | ) | RESOLUTION NO. 22-52XX                 |
| <b>FUND EXCHANGE WITH ODOT FOR LESS</b>    | ) |                                        |
| <b>RESTRICITVE FEDERAL FUNDS ALLOWING</b>  | ) | Introduced by: Chief Operating Officer |
| <b>THEM TO BE APPLIED AS SUPPLEMENTAL</b>  | ) | Marissa Madrigal in concurrence with   |
| <b>FUNDING SUPPORT TO SEVEN METRO</b>      | ) | Council President Lynn Peterson        |
| <b>REGIONAL FLEXIBLE FUND ALLOCATION</b>   | ) |                                        |
| <b>FUNDED PROJECTS TO HELP OFFSET</b>      | ) |                                        |
| <b>INFLATION COST INCREASE IMPACTS</b>     | ) |                                        |

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments and new funding to the MTIP; and

WHEREAS, Metro received a formula Highway Infrastructure Program (HIP) funding allocation from FHWA appropriated funds to ODOT during Federal Fiscal years 2021 and 2022 which total \$3,850,000; and

WHEREAS, one of the HIP fund eligibility requirements stipulates they must be obligated through the FHWA process before the end of federal fiscal year (FFY) 2023, or they will lapse; and

WHEREAS, the HIP funding eligibility restrictions phase resulted in an agreed upon fund exchange with ODOT for less restrictive funds that can be applied to Metro funded projects; and

WHEREAS, ODOT and Metro agreed to several acceptable eligibility conditions which maintains the FFY 2023 obligation requirement as a primary condition for the exchange to occur and use of the funds; and

WHEREAS, Metro staff added a key use condition that the HIP exchanged funding would be used as supplemental funding to existing Regional Flexible Fund Allocation (RFFA) projects to address inflationary cost increases; and

WHEREAS, Metro staff established an allocation stipulation for the final selected projects that up to fifteen percent of the available funding would be for projects in Clackamas County, thirty-five percent would be or projects in Washington County, and fifty percent would support projects in Multnomah County; and

WHEREAS, staff reviewed and evaluated various candidate projects including their FFY 2023 development status, delivery timing, existing delivery barriers plus funding needs, and established a funding recommendation for seven projects across the three counties in the Metro MPA boundary area that meets the funding eligibility and obligation requirements; and

WHEREAS, all nominated projects will use the supplemental funding to help offset inflation cost increases enabling the projects to continue moving forward on schedule for delivery; and

WHEREAS, on December 2, 2022, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 15, 2022, JPACT recommended that the Metro Council approve this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts JPACT's recommendation approves this resolution.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2023.

\_\_\_\_\_  
Lynn Peterson, Council President

Approved as to Form:

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 23, 2022  
To: TPAC and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: Highway Infrastructure Program (HIP) Exchange and Supplemental Funding Recommendations

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## **HIP EXCHANGE AND SUPPLEMENTAL FUNDING RECOMMENDATIONS STAFF REPORT**

### **Purpose Statement**

**FOR THE PURPOSE OF COMPLETING A HIP FUND EXCHANGE WITH ODOT FOR LESS RESTRICTIVE FEDERAL FUNDS ALLOWING THEM TO BE APPLIED AS SUPPLEMENTAL FUNDING SUPPORT TO SEVEN METRO REGIONAL FLEXIBLE FUND ALLOCATION FUNDED PROJECTS TO HELP OFFSET INFLATION COST INCREASE IMPACTS**

### **INTRODUCTION**

High levels of inflation over the past few years has been a significant issue on the ability to successfully deliver transportation projects. Between 2018 and 2022, the transportation industry construction cost increase for the Pacific Northwest was reported at 32.4%. Projects funded prior to that time through the Regional Flexible Fund Allocation (RFFA) process based on budgets that anticipated inflation at more traditional historic levels, are now trying to execute construction contracts and facing these unprecedented cost increases.

Fortunately, a one-time allocation of federal funding through the Highway Improvement (HIP) funding program has made approximately \$3.85 million available for allocation to projects in the Metro area. This proposal will allocate these funds to local projects with existing RFFA funding that are ready to proceed to construction but that are facing funding shortfalls due to these recent, unexpected high levels of inflation. These allocations will help address the inflationary costs and keep the projects, and the region's funding obligation performance, delivered on schedule and as planned.

### **BACKGROUND**

#### **What This Is:**

Federal Highways Administration appropriates various types of federal funds usually to the State DOT to be applied to eligible transportation improvement projects. Each fund type contains specific eligibility criteria, required funding matches, obligation and expenditure shelf-life requirements along with other application conditions in order to properly use the funds. Some federal fund types are included detailed eligibility conditions such as Congestion Mitigation Air Quality (CMAQ) improvement funds that require project to demonstrate quantifiable improvements to specific air pollutant groups to meet eligibility criteria. Other fund types such as STBG are less restrictive and have a much more flexible eligibility range.

Periodically, the MPO may receive an additional fund type formula-based allocation based on the main appropriation ODOT receives. During Federal Fiscal Year (FFY) 2020 and 2021, FHWA appropriated Highway Infrastructure Program (HIP) funds to the State DOTs. Based on the eligibility criteria for the funds, ODOT allocated a portion of the HIP funds to Metro to be applied on eligible projects. The two-year allocated totaled \$3,850,000. The funds came with several conditions.

As the name suggest HIP funds are intended to be used on roadway improvement projects with an emphasis to be applied to the construction phase. Eligible areas include the following:

- Construction of:
  - Highways, bridges, tunnels, including designated routes of the Appalachian Development Highway System and local access roads.
  - Ferry boats and terminal facilities eligible for funding
  - Transit capital projects eligible for assistance
  - Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment
  - Truck parking facilities eligible for funding under section 1401 of the Moving Ahead for Progress in the 21st Century Act; and
  - Border infrastructure projects eligible for funding under section 1303 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- The funds may also be obligated to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151.

Additional use and eligibility conditions included the following:

- Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except;
  - For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location)
  - Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings
  - To provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151
  - As approved by the Secretary. Further, 23 U.S.C. 133(g)(1), allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors, does not apply to these funds.
- Pursuant to section 133(d)(5) of title 23, U.S.C., programming and expenditure of funds for projects shall be consistent with sections 134 and 135 of title 23, U.S.C. Projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s).

- Obligation status: For the FFY 2021 and FFY 2022 cycles the HIP funds must be obligated before the end of FFY 2023, or they lapse.

Along with the various eligibility conditions, the funds were appropriated somewhat late to the State DOTs. As a result, the MPOs receive the funding notification late and had about a year to complete the nomination and selection of project candidates, approval of funding awards, complete MTIP and STIP programming, and obligate the funds through the FHWA Financial Management and Information System (FMIS). The eligibility criteria and obligation requirements has produced significant challenges for Metro to commit the HIP funds to qualified projects.

As a second option, Metro requested ODOT consider a fund swap for the HIP funds. Metro would relinquish the HIP funds for less restrictive federal funds such as STBG funds. Both ODOT and Metro agreed to complete the fund swap, but several conditions still applied.

The revised eligibility conditions included the following:

1. **The exchanged federal funds Metro receives still had to be obligated before the end of FFY 2023.**
2. As a result of this condition, the exchanged supplemental funding could not be included as part of the 2025-27 RFFA call.
3. The exchanged funds Metro will receive from ODOT are anticipated to be State STBG and programmed under Advance Construction (AC) funding procedures. The eligibility criteria for STBG funds apply and will provide additional flexibility for use on projects than using the HIP criteria.
4. However, the exchange funding is to be applied to the construction phase in the same spirit of the original HIP funds. The construction phase requirement is a “request” and not a “must”.

## **BASIS FOR FUNDING RECOMMENDATION**

With the above foundation conditions, the following additional conditions have been identified to help ensure the funds could be programmed and obligated quickly. The added conditions include the following:

- a. The exchange funding is considered “supplemental funding” and will be applied to eligible projects that have experienced recent cost increases due to inflation.
- b. The supplemental funding to mitigate inflation cost increases can’t supplant local overmatch commitments already programmed to the project. The supplemental funding is considered “needed funding on top of existing programming” to address funding shortfalls caused by inflation cost increases.
- c. The funding increase must be due to a recent adjustment from inflation corrections. The cost increase can’t be the result of a scope or limits change to the project.
- d. To be consistent with existing RFFA program allocation objectives, the total funding of \$3,850,000 will be allocated to projects across the region that meet the need and eligibility criteria described above.

During early October 2022, staff reviewed the comprehensive list of active RFFA projects and identified possible funding candidates based on the eligibility logic identified above. Staff worked with the ODOT Local Agency Liaisons (LAL) and reviewed project delivery schedule, current cost estimates, readiness to obligate funds before the end of FFY 2023, etc. to identify eligible candidates and then narrow the recommendations to stay within the \$3.85 million funding limit.

**STAFF FUNDING RECOMMENDATIONS**

The final staff project funding recommendations for the \$3,850,000 of HIP Exchange Supplemental funding are shown below. Proposed approval and implementation steps will then follow.

| HIP Exchange Supplemental Federal Funding Recommendations |                   |                                                                 |                                                                                                                                                                                                                                                    |                                |                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------|-------------------|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Key                                                       | Lead Agency       | Project Name                                                    | Project Description                                                                                                                                                                                                                                | Federal Funding Recommendation | Notes                                                                                                                                                                                                                                                                             |
| <b>Clackamas County</b>                                   |                   |                                                                 |                                                                                                                                                                                                                                                    |                                |                                                                                                                                                                                                                                                                                   |
| 19276                                                     | Clackamas County  | Jennings Ave: OR 99E to Oatfield Rd                             | Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award) | \$577,500                      | Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.                                                                                                                                        |
| <b>Washington County</b>                                  |                   |                                                                 |                                                                                                                                                                                                                                                    |                                |                                                                                                                                                                                                                                                                                   |
| 19327                                                     | Tigard            | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR | This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)                                                                      | \$695,605                      | Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.                                                                                                                                   |
| Split from 18758                                          | ODOT & Beaverton  | OR8: SW Hocken Ave - SW Short St                                | Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)                                                                                                                                      | \$325,948                      | Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's. The Beaverton portion is still short funding to complete all scope elements. The \$325,948 will be applied to median landscaping elements. |
| 22128                                                     | Washington County | Aloha Access Improvements: SW 174th Ave– SW 187th Ave           | Design and implement various pedestrian access and crossing enhancements in the Aloha Town Center area to improve safety. (2019-21 RFFA Award)                                                                                                     | \$325,947                      | Add to Planning phase to support the project development re-scoping effort due to Washington County's prior completion of existing RFFA project scope elements.                                                                                                                   |
| Washington County Recommended Funding Total:              |                   |                                                                 |                                                                                                                                                                                                                                                    | \$1,347,500                    |                                                                                                                                                                                                                                                                                   |
| <b>Multnomah County (Includes Portland)</b>               |                   |                                                                 |                                                                                                                                                                                                                                                    |                                |                                                                                                                                                                                                                                                                                   |
| 20812                                                     | Portland          | Brentwood Darlington Bike/Ped Improvements                      | Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor (2019-21 RFFA Award)                                                               | \$282,483                      | Add to Construction phase along with required local match to address construction phase funding shortfall                                                                                                                                                                         |



|                                             |                  |                                                    |                                                                                                                                                                                                                                                              |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------|------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 20813                                       | Portland         | NE Halsey Street Bike/Ped/Transit Improvements     | Signal improvements intersection redesigns bus stop improvements and high priority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station (19-21 RFFA Award)                                             | \$900,000   | Add to Construction phase to reduce existing funding shortfall. The project is scheduled to obligate the construction phase before the end of FFY 2023. If an obligation delay occurs, then Option B will be considered which will backfill funding shortfalls in PE (\$475,000) and ROW (\$200,000) providing the project a total of \$675,000. The remaining difference of \$225,000 would be applied to the Port of Portland's 40 Mile Loop project. |
| 17270                                       | Port of Portland | 40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd | The project consists of two approved segments: (1) Blue Lake Park to Sundial Rd which 1.7 miles of mixed-trail improvements and (2) Harlow Rd which is SE of Segment 1 and includes 1900 ft running on the west Band of the Sandy River (2010-13 RFFA Award) | \$742,517   | Add to the construction phase to address a \$1.3 to \$1.8 million phase funding shortfall. Final alignment scope elements will determine the revised phase cost.                                                                                                                                                                                                                                                                                        |
| Multnomah County Recommended Funding Total: |                  |                                                    |                                                                                                                                                                                                                                                              | \$1,925,000 |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

### Current MTIP Project Programming Summaries

|                                |       |                                                                                                                                                                                                                                   |                |                     |              |              |
|--------------------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|--------------|
| LEAD AGENCY                    |       | Clackamas County                                                                                                                                                                                                                  |                |                     |              |              |
| PROJECT NAME                   |       | Jennings Ave: OR 99E to Oatfield Rd                                                                                                                                                                                               |                |                     |              |              |
| Project IDs                    |       | Project Description                                                                                                                                                                                                               |                |                     |              | Project Type |
| ODOT KEY                       | 19276 | Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools businesses and transportation options. |                |                     |              | Pedestrian   |
| MTIP ID                        | 70674 |                                                                                                                                                                                                                                   |                |                     |              |              |
| RTP ID                         | 11503 |                                                                                                                                                                                                                                   |                |                     |              |              |
| Phase                          | Year  | Fund Type                                                                                                                                                                                                                         | Federal Amount | Minimum Local Match | Other Amount | Total Amount |
| Purchase right of way          | 2021  | STP                                                                                                                                                                                                                               | \$897,322      | \$102,703           | \$0          | \$1,000,025  |
| Construction                   | 2023  | STP                                                                                                                                                                                                                               | \$2,149,994    | \$246,076           | \$791,913    | \$3,187,983  |
| FY 21-26 Totals                |       |                                                                                                                                                                                                                                   | \$3,047,316    | \$348,779           | \$791,913    | \$4,188,008  |
| Prior Years' Totals            |       |                                                                                                                                                                                                                                   | \$1,077,967    | \$123,378           | \$0          | \$1,201,345  |
| Estimated Project Cost (YOE\$) |       |                                                                                                                                                                                                                                   | \$4,125,283    | \$472,157           | \$791,913    | \$5,389,353  |

|                                |       |                                                                                                                                                          |                |                     |              |              |
|--------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|--------------|
| LEAD AGENCY                    |       | Tigard                                                                                                                                                   |                |                     |              |              |
| PROJECT NAME                   |       | Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR                                                                                          |                |                     |              |              |
| Project IDs                    |       | Project Description                                                                                                                                      |                |                     |              | Project Type |
| ODOT KEY                       | 19327 | This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. |                |                     |              | Trail        |
| MTIP ID                        | 70690 |                                                                                                                                                          |                |                     |              |              |
| RTP ID                         | 10766 |                                                                                                                                                          |                |                     |              |              |
| Phase                          | Year  | Fund Type                                                                                                                                                | Federal Amount | Minimum Local Match | Other Amount | Total Amount |
| Construction                   | 2023  | CMAQ - URBAN                                                                                                                                             | \$3,042,724    | \$348,253           | \$2,589,023  | \$5,980,000  |
| FY 21-26 Totals                |       |                                                                                                                                                          | \$3,042,724    | \$348,253           | \$2,589,023  | \$5,980,000  |
| Prior Years' Totals            |       |                                                                                                                                                          | \$1,358,512    | \$155,488           | \$622,000    | \$2,136,000  |
| Estimated Project Cost (YOE\$) |       |                                                                                                                                                          | \$4,401,236    | \$503,741           | \$3,211,023  | \$8,116,000  |

|                                |       |                                                                      |                |                     |              |                    |
|--------------------------------|-------|----------------------------------------------------------------------|----------------|---------------------|--------------|--------------------|
| LEAD AGENCY                    |       | ODOT                                                                 |                |                     |              |                    |
| PROJECT NAME                   |       | OR8: SW Hocken Ave - SW Short St                                     |                |                     |              |                    |
| Project IDs                    |       | Project Description                                                  |                |                     |              | Project Type       |
| ODOT KEY                       | 18758 | Design and construct streetscape safety and operational improvements |                |                     |              | Roadway and bridge |
| MTIP ID                        | 70757 |                                                                      |                |                     |              |                    |
| RTP ID                         | 12043 |                                                                      |                |                     |              |                    |
| Phase                          | Year  | Fund Type                                                            | Federal Amount | Minimum Local Match | Other Amount | Total Amount       |
| Construction                   | 2023  | STBG - STATE                                                         | \$1,615,497    | \$184,901           | \$3,900,000  | \$5,700,398        |
| Construction                   | 2023  | STP                                                                  | \$1,974,955    | \$226,042           | \$0          | \$2,200,997        |
| FY 21-26 Totals                |       |                                                                      | \$3,590,452    | \$410,943           | \$3,900,000  | \$7,901,395        |
| Prior Years' Totals            |       |                                                                      | \$2,934,171    | \$335,828           | \$0          | \$3,269,999        |
| Estimated Project Cost (YOE\$) |       |                                                                      | \$6,524,623    | \$746,771           | \$3,900,000  | \$11,171,394       |

|                                |       |                                                                                                                           |                |                     |              |                       |
|--------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|-----------------------|
| LEAD AGENCY                    |       | Washington County                                                                                                         |                |                     |              |                       |
| PROJECT NAME                   |       | Aloha Access Improvements: SW 174th Ave-SW 187th Ave                                                                      |                |                     |              |                       |
| Project IDs                    |       | Project Description                                                                                                       |                |                     |              | Project Type          |
| ODOT KEY                       | 22128 | Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety. |                |                     |              | Active Transportation |
| MTIP ID                        | 71095 |                                                                                                                           |                |                     |              |                       |
| RTP ID                         | 10608 |                                                                                                                           |                |                     |              |                       |
| Phase                          | Year  | Fund Type                                                                                                                 | Federal Amount | Minimum Local Match | Other Amount | Total Amount          |
| Planning                       | 2023  | STBG-URBAN                                                                                                                | \$358,920      | \$41,080            | \$0          | \$400,000             |
| Preliminary engineering        | 2024  | STBG-URBAN                                                                                                                | \$1,512,848    | \$173,152           | \$0          | \$1,686,000           |
| Purchase right of way          | 2025  | STBG-URBAN                                                                                                                | \$323,028      | \$36,972            | \$0          | \$360,000             |
| Other                          | 2025  | STBG-URBAN                                                                                                                | \$44,865       | \$5,135             | \$0          | \$50,000              |
| Construction                   | 2026  | STBG-URBAN                                                                                                                | \$1,587,898    | \$181,742           | \$1,522,845  | \$3,292,485           |
| FY 21-26 Totals                |       |                                                                                                                           | \$3,827,559    | \$438,081           | \$1,522,845  | \$5,788,485           |
| Estimated Project Cost (YOE\$) |       |                                                                                                                           | \$3,827,559    | \$438,081           | \$1,522,845  | \$5,788,485           |

|                                |       |                                                                                                                                                                                     |                |                     |              |                       |
|--------------------------------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|-----------------------|
| LEAD AGENCY                    |       | Portland                                                                                                                                                                            |                |                     |              |                       |
| PROJECT NAME                   |       | Brentwood Darlington Bike/Ped Improvements                                                                                                                                          |                |                     |              |                       |
| Project IDs                    |       | Project Description                                                                                                                                                                 |                |                     |              | Project Type          |
| ODOT KEY                       | 20812 | Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor(2019-21 RFFA Award) |                |                     |              | Active Transportation |
| MTIP ID                        | 70877 |                                                                                                                                                                                     |                |                     |              |                       |
| RTP ID                         | 11193 |                                                                                                                                                                                     |                |                     |              |                       |
| Phase                          | Year  | Fund Type                                                                                                                                                                           | Federal Amount | Minimum Local Match | Other Amount | Total Amount          |
| Purchase right of way          | 2022  | TA - URBAN                                                                                                                                                                          | \$528,090      | \$60,442            | \$0          | \$588,532             |
| Other                          | 2022  | TA - URBAN                                                                                                                                                                          | \$44,865       | \$5,135             | \$0          | \$50,000              |
| Construction                   | 2023  | TA - URBAN                                                                                                                                                                          | \$668,545      | \$76,518            | \$3,268,309  | \$4,013,372           |
| FY 21-26 Totals                |       |                                                                                                                                                                                     | \$1,241,500    | \$142,095           | \$3,268,309  | \$4,651,904           |
| Prior Years' Totals            |       |                                                                                                                                                                                     | \$918,500      | \$105,126           | \$813,374    | \$1,837,000           |
| Estimated Project Cost (YOE\$) |       |                                                                                                                                                                                     | \$2,160,000    | \$247,221           | \$4,081,683  | \$6,488,904           |

|                                |       |                                                                                                                                                                                                                  |                |                     |              |                    |
|--------------------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|--------------------|
| LEAD AGENCY                    |       | Portland                                                                                                                                                                                                         |                |                     |              |                    |
| PROJECT NAME                   |       | NE Halsey Street Bike/Ped/Transit Improvements                                                                                                                                                                   |                |                     |              |                    |
| Project IDs                    |       | Project Description                                                                                                                                                                                              |                |                     |              | Project Type       |
| ODOT KEY                       | 20813 | Signal improvements intersection redesigns bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station (19-21 FFFA Award) |                |                     |              | Roadway and bridge |
| MTIP ID                        | 70880 |                                                                                                                                                                                                                  |                |                     |              |                    |
| RTP ID                         | 11559 |                                                                                                                                                                                                                  |                |                     |              |                    |
| Phase                          | Year  | Fund Type                                                                                                                                                                                                        | Federal Amount | Minimum Local Match | Other Amount | Total Amount       |
| Purchase right of way          | 2022  | STBG-URBAN                                                                                                                                                                                                       | \$147,320      | \$16,861            | \$190,631    | \$354,812          |
| Other                          | 2022  | STBG-URBAN                                                                                                                                                                                                       | \$44,865       | \$5,135             | \$50,000     | \$100,000          |
| Construction                   | 2023  | STBG-URBAN                                                                                                                                                                                                       | \$1,071,762    | \$122,668           | \$2,485,309  | \$3,679,739        |
| Construction                   | 2023  | TA - URBAN                                                                                                                                                                                                       | \$250,598      | \$28,682            | \$0          | \$279,280          |
| FY 21-26 Totals                |       |                                                                                                                                                                                                                  | \$1,514,545    | \$173,346           | \$2,725,940  | \$4,413,831        |
| Prior Years' Totals            |       |                                                                                                                                                                                                                  | \$839,055      | \$96,034            | \$459,911    | \$1,395,000        |
| Estimated Project Cost (YOE\$) |       |                                                                                                                                                                                                                  | \$2,353,600    | \$269,380           | \$3,185,851  | \$5,808,831        |

|                                |       |                                                                                                                                                                                                                                                              |                |                     |              |              |
|--------------------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------|--------------|--------------|
| LEAD AGENCY                    |       | Port of Portland                                                                                                                                                                                                                                             |                |                     |              |              |
| PROJECT NAME                   |       | 40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd                                                                                                                                                                                                           |                |                     |              |              |
| Project IDs                    |       | Project Description                                                                                                                                                                                                                                          |                |                     |              | Project Type |
| ODOT KEY                       | 17270 | The project consists of two approved segments: (1) Blue Lake Park to Sundial Rd which 1.7 miles of mixed-trail improvements and (2) Harlow Rd which is SE of Segment 1 and includes 1900 ft running on the west Band of the Sandy River (2010-13 RFFA Award) |                |                     |              | Throughways  |
| MTIP ID                        | 70007 |                                                                                                                                                                                                                                                              |                |                     |              |              |
| RTP ID                         | 10408 |                                                                                                                                                                                                                                                              |                |                     |              |              |
| Phase                          | Year  | Fund Type                                                                                                                                                                                                                                                    | Federal Amount | Minimum Local Match | Other Amount | Total Amount |
| Construction                   | 2023  | STP                                                                                                                                                                                                                                                          | \$2,004,083    | \$229,376           | \$0          | \$2,233,459  |
| FY 21-26 Totals                |       |                                                                                                                                                                                                                                                              | \$2,004,083    | \$229,376           | \$0          | \$2,233,459  |
| Prior Years' Totals            |       |                                                                                                                                                                                                                                                              | \$1,068,338    | \$122,277           | \$115,535    | \$1,306,150  |
| Estimated Project Cost (YOE\$) |       |                                                                                                                                                                                                                                                              | \$3,072,421    | \$351,653           | \$115,535    | \$3,539,609  |

## APPROVAL STEPS AND TIMING

Metro's approval process to move forward with the proposed HIP Exchange Supplemental funding recommendations includes the following:

| Action                                                      | Target Date             |
|-------------------------------------------------------------|-------------------------|
| • <b>TPAC notification and approval recommendation.....</b> | <b>December 2, 2022</b> |
| • JPACT approval and recommendation to Council.....         | December 15, 2022       |
| • Metro Council approval.....                               | January 5 or 12, 2023   |
| • Complete required MTIP and STIP amendments.....           | End of January 2023     |
| • Complete necessary project IGA amendments.....            | January-March 2023      |
| • Commence phase obligations.....                           | Starting March 2023     |

### Notes:

1. Required MTIP and STIP programming amendments are anticipated to occur as administrative modifications and will not require a formal/full MTIP amendment to complete
2. Intergovernmental Agreement (IGA) amendments are needed to ensure the supplemental federal finding is identified for the project.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Approves the proposed HIP for less restrictive federal funds exchange with ODOT and enables federal allocation of the \$3,850,000 to be committed and programmed to seven staff recommended projects
  - b. 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).
  - c. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - d. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:**
  - a. Enables the supplemental funding to complete MTIP/STIP programming and IGA amendment actions enabling the funds to be obligated before the end of FFY 2023 which will ensure they will not lapse.
  - b. Supports addressing and resolving existing project funding shortfalls due to inflation cost adjustments.
  - c. Helps resolves project delivery barriers due to inflation cost increases allowing the projects to move forward on schedule.

4. **Metro Budget Impacts:** None to Metro as the HIP funding allocation was always intended to support outside agency eligible projects and could not be applied to Metro planning or other MPO planning areas.

**RECOMMENDED ACTION:**

**Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-52XX supporting the HIP fund exchange with ODOT and the proposed allocations to the seven identified projects.**

No Attachments

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: November 23, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, RTP Project Manager

Subject: Policy Framework and Draft Revenue Forecast for the 2023 RTP Call for Projects –  
RECOMMENDATION TO JPACT REQUESTED

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## PURPOSE

This memo provides an overview of the policy framework and draft revenue forecast for the 2023 RTP Call for Projects. The purpose of the Call for Projects is to collaboratively update the region's near-term and long-term investment priorities for the 2023 Regional Transportation Plan (RTP) to support regional goals for equity, safety, climate, mobility and economy.

## ACTION REQUESTED

On December 2, the Transportation Policy Alternatives Committee (TPAC) will be asked to make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on the Policy Framework and the Project List Cost Targets for the 2023 RTP Call for Projects. Staff is seeking TPAC's recommendation on two parts:

1. Policy Framework for the 2023 RTP Call for Projects (Attachment 1)
2. Project List Cost Targets for the 2023 RTP Call for Projects (Attachment 2) *Note: Development of the draft revenue forecast and project list cost targets continues; updated information will be provided at the meeting.*

Pending JPACT action on recommendation from TPAC and Council action on recommendations from JPACT, Metro will issue the Call for Projects on January 6, 2023. The deadline for project sponsors to submit recommended updates to RTP project and program priorities to Metro is February 17, 2023.

## BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

The policy framework provided in **Attachment 1** reflects the culmination of more than two years of work by state, regional and community partners to develop a vision and goals, update policies related to mobility, high capacity transit, and pricing and identify regional transportation needs. The 2023 RTP Call for Projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan to address identified needs. **Attachment 2** describes the draft revenue forecast and project list cost targets. **Attachment 3** describes the overall process and approach for updating, assessing, and refining the list of projects and programs for the 2023 RTP consistent with the policy framework. **Attachment 4** provides draft project submission guidance to agency staff responsible for updating for submitting new and updated project information as part of the Call for Projects. The RTP Project Submission Guide includes two supplemental forms - a public engagement form and a congestion management process (CMP) documentation form – for agency partners to submit as part of the Call for Projects.

## NEXT STEPS

A summary of key dates and next steps follows.

|                        |                                                                                                                                                                                                                                                                                  |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dec. 2, 2022           | TPAC recommendation to JPACT on Draft Policy Framework and Draft Project List Cost Targets for 2023 RTP Call for Projects                                                                                                                                                        |
| Dec. 6 and 7, 2022     | Online RTP Hub orientation for agency staff responsible for submitting new and updated project information as part of the Call for Projects (a more in-depth training session will be offered on Jan. 9, 2023) (12/6 from 1-2:30 PM and 12/7 from 9-10:30 AM)                    |
| Dec. 14, 2022          | MPAC discussion on Draft Policy Framework for 2023 RTP Call for Projects                                                                                                                                                                                                         |
| Dec. 15, 2022          | JPACT considers action on TPAC recommendation on Draft Policy Framework and Draft Project List Cost Targets for 2023 RTP Call for Projects                                                                                                                                       |
| Dec. 15, 2022          | Metro Council considers action on JPACT recommendation                                                                                                                                                                                                                           |
| <b>Jan. 6, 2023</b>    | <b>RTP Call for Projects begins</b>                                                                                                                                                                                                                                              |
| Jan. 9., 2023          | Tentative: RTP Hub Training for agency staff responsible for submitting new and updated project information as part of the Call for Projects (10 AM-noon)                                                                                                                        |
| <b>Feb. 17, 2023</b>   | <b>DEADLINE:</b> Project list updates and supporting information due                                                                                                                                                                                                             |
| January to June 2023   | Work continues to develop draft 2023 RTP and appendices for public review, reflecting feedback received throughout Phase 2 and Phase 3 of the update. Community based organizations start engaging community members in transportation priorities and telling community stories. |
| March-April 2023       | Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment; this will include an on-line comment opportunity<br><br>RTP System Analysis conducted                  |
| <b>May 1, 2023</b>     | <b>DEADLINE:</b> Governing body project list endorsements due                                                                                                                                                                                                                    |
| May-June 2023          | JPACT and Metro Council consider public input and technical findings and provide direction on finalizing draft RTP and list of project and program priorities for public review                                                                                                  |
| July 1 to Aug. 14 2023 | Public comment period on draft plan and list of project and program priorities with hearing(s)                                                                                                                                                                                   |
| Sept.-Nov. 2023        | Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council                                                                                                                          |
| November 2023          | JPACT and Metro Council consider adoption of the 2023 RTP                                                                                                                                                                                                                        |

## /Attachments

- Attachment 1. Draft Policy Framework for the 2023 RTP Call for Projects
- Attachment 2. Draft Revenue Forecast and Project List Costs Targets for the 2023 RTP Call for Projects
- Attachment 3. Draft Approach for 2023 RTP Call for Projects
- Attachment 4. Draft 2023 RTP Project Submission Guide





## DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects

November 23, 2022

*The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.*

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides allow levels of government to work together to deliver a better transportation future.

### An outcomes-based approach

An outcomes-based approach means updating the plan's project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

**Figure 1** shows the elements of this outcomes-based approach.



**Figure 1. 2023 RTP outcomes-based planning approach**

### Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in **Figure 2**, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.



**Figure 2. 2023 RTP vision and goals**



**Policy Framework for the 2023 RTP Call for Projects**

The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP:
  - Goals** (developed in 2022 by JPACT and Metro Council)
    - **Equitable Transportation** - Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
    - **Climate Action and Resilience** - People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
    - **Thriving Economy** - An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
    - **Safe System** - Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
    - **Mobility Options** - People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
- **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and
- **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:
  - **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;
  - **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;
  - **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;
  - **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023;
- **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;
- **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and
- **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3. Many of these elements have been under development since the adoption of the 2018 RTP.

**Figure 3. Elements informing the 2023 RTP call for projects**



These elements come together to inform the call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.



## Draft Revenue Forecast and Project List Cost Targets for the 2023 Regional Transportation Plan Call for Projects

November 23, 2022

### Background and Context

Development of the draft revenue forecast and cost targets for the 2023 RTP Call for Projects is underway and will be finalized by the end of the year. The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here.

The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system. As part of development of the RTP, federal regulations require the total cost of projects in the financially constrained list of projects to not exceed the total revenue reasonably expected to be available to the greater Portland region over the life of the plan, including maintenance and operations of the transportation system. The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

The draft forecast reflects extensive consultation and coordination with local governments, the Oregon Department of Transportation (ODOT), TriMet and SMART staff that is still underway. Metro convened to two workshops with local agency staff and individual meetings with ODOT and TriMet staff to support this work. The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

Forecasted local revenues come from local TSPs and capital improvement programs in consultation with local agencies. Some of these revenues are already committed to individual projects. The federal and state revenues were identified through a statewide funding working group convened by ODOT that included transit providers and MPOs. In addition, Metro is working with ODOT to estimate a range of potential tolling revenues that are reasonably expected to be available to fund ODOT capital projects (e.g., I-5 Interstate Bridge Replacement (IBR) Program, I-205/Abernethy Bridge, I-205 Widening) and investments to address the impacts of those projects.

Consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The RTP Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast in the RTP.

### *Defining terms*

#### **Constrained budget**

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends – presumes some increased funding compared to current levels

#### **Constrained list**

Projects that can built by 2045 within the constrained budget – makes up the federal and state constrained transportation plan

#### **Strategic list**

Additional priority projects that could be achieved with additional resources

- The first level of priority, **the Near-term Constrained Priorities**, will represent the highest priority transportation project and program investments for near-term (2023-2030).
- The second level of priority, **the Long-term Constrained Priorities** will represent the highest priority transportation project and program investments for long-term (2031-2045).
- The third level of priority, **the Long-term Strategic Priorities**, will represent additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast, but the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period. **This investment level is recommended to be double the financially constrained cost target.**

Project lead agencies will be provided agency and county-level project list cost targets based on available funding for the constrained project list and strategic project list as shown in Table 1.

**Table 1** is a placeholder to illustrate the project list cost target information that will be available for the call for projects.

**Table 1: Draft Cost Targets for Purposes of the 2023 RTP Call for Projects** (*under development – and* )

| Agency/coordinating committee     | Constrained List<br>cost target for<br>2023-2030<br>(millions of YOE<br>dollars) | Constrained List<br>cost target for<br>2031-2045<br>(millions of YOE<br>dollars) | Strategic List<br>cost target for<br>2031-2045<br>(millions of YOE<br>dollars) | Total RTP List<br>cost target for<br>2023-2045<br>(millions of YOE<br>dollars) |
|-----------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| City of Portland                  | \$457.32                                                                         | \$1,389.63                                                                       | \$1,846.95                                                                     | \$3,693.90                                                                     |
| Clackamas County, Cities, & NCPRD | \$0.000                                                                          | \$0.000                                                                          | \$0.000                                                                        | \$0.000                                                                        |
| Multnomah County and Cities       | \$0.000                                                                          | \$0.000                                                                          | \$0.000                                                                        | \$0.000                                                                        |
| Washington County, Cities & THPRD | \$1,410.42                                                                       | \$3,688.47                                                                       | \$5,098.89                                                                     | \$10,197.77                                                                    |
| Oregon Dept. of Transportation    | \$0.000                                                                          | \$0.000                                                                          | \$0.000                                                                        | \$0.000                                                                        |
| TriMet & SMART (Transit Capital)  | \$2,009.20                                                                       | \$3,514.80                                                                       | TBD                                                                            | \$3,514.80                                                                     |
| Metro                             | \$87.00                                                                          | \$259.80                                                                         | \$0.000                                                                        | \$346.80                                                                       |
| Port of Portland                  | \$0.000                                                                          | \$0.000                                                                          | \$0.000                                                                        | \$0.000                                                                        |

This information will be updated to include updated information as it becomes available. Operations and Maintenance cost data for some Clackamas and East Multnomah County agencies is still being calculated and needed to determine capital cost targets for those areas. Metro is working with ODOT to determine reasonably expected revenues from tolling and to determine cost targets for ODOT projects. Financially constrained Transit Capital funds available require identification of available financially constrained state and local match funds during the planning process or may be moved to the Strategic Cost Target. Port of Portland data is also still being collected. Additional financially constrained revenues may be forecast for project specific federal discretionary grants and listed separately from these cost targets.

Strategic list cost targets will be set at the same amount as total Constrained List cost targets, doubling the amount of funds available for the Total RTP List cost target.



## Process and Approach for the 2023 Regional Transportation Plan Call for Projects

November 23, 2022

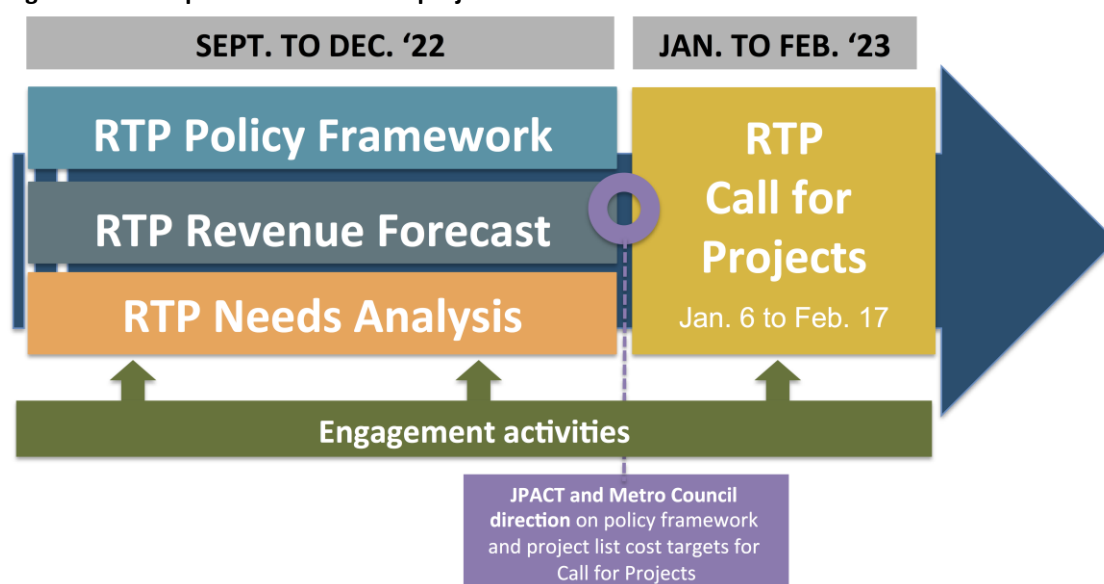
*The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.*

This document summarizes the overall process and approach for updating, assessing and refining the list of project and program priorities for the 2023 Regional Transportation Plan consistent with the policy framework. Additional information is being prepared to support the process. Pending support and direction from the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in December 2022, the Call For Projects kicks off the window of time for transportation agencies to update existing projects and add new priority projects to the RTP.

Updating the list of priority projects and programs in the RTP is more than just a housekeeping exercise; priorities in the RTP are updated to reflect changing transportation needs and trends – such as those documented in the 2023 RTP Emerging Transportation Trends Study and 2023 RTP needs assessment – and respond to the policy framework. The 2023 RTP is an opportunity advance new project priorities identified in planning efforts completed through a public process since December 2018<sup>1</sup> and incorporate more recent JPACT and Metro Council policy feedback through the 2023 RTP update.

**Figure 1** shows the timeline and steps leading up to the call for projects.

**Figure 1. Development of the call for projects**



<sup>1</sup> Examples include projects identified through transportation system plan (TSP) updates, corridor and areas studies; development of the Metro's regional funding measure in 2020, TriMet's Forward Together Service Restoration Planning effort, and SMART's Master Plan update.

The list of projects and programs in the 2018 RTP is the starting place for the call for projects. Many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details. Some projects may no longer be needed, while new projects identified in local transportation system plan updates and other public planning processes may be added.

Over many years of planning, local, regional and state partners have identified and refined projects to meet the transportation needs of the region. These projects are primarily identified in local transportation system plans, but also in capital improvement plans, transit service and master plans, park and trail plans, corridor plans, concept plans, and other transportation studies. Engaging the public and affected communities is a core part of identifying transportation needs and developing the list of projects to address those needs.

### **Who is eligible to submit project or programs to the RTP?**

Eligible entities are referred to as project sponsors and include:

- Clackamas County and its cities
- Multnomah County and its cities
- Washington County and its cities
- City of Portland
- South Metro Area Regional Transit (SMART) district
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland (in coordination with transportation agencies and county coordinating committees)
- Metro
- Portland Streetcar, Inc. is eligible as part of a joint project with the City of Portland and TriMet
- Tualatin Hills Park & Recreation District
- North Clackamas Parks & Recreation District
- Go Lloyd TMA
- Westside Transportation Alliance TMA

Eligible project sponsors are encouraged to join together to propose a project, such as a multi-county or multi-city or city-county transportation project.

### **What projects or programs can be submitted to the RTP?**

Communities across the region contribute to the development of plans and studies from which RTP projects are drawn from. Cities, counties, transit agencies, park and trail providers, the Port of Portland, ODOT and other agencies are responsible for compiling and submitting the list of priority projects recommended for the RTP.



Example of the types of investments that will address local, regional and state transportation needs on the regional transportation system and regional transportation challenges is provided in Figure 2.

**Figure 2. Examples of RTP Projects and Programs**





**How will project list updates be coordinated?**

Transportation agencies will work through county-level coordinating committees and with the City of Portland to review and update priorities for the RTP.

During the call for projects, transportation agencies are asked to update the projects and programs in the RTP that will implement the regional vision, advance regional goals, and address the transportation needs of the region. As in previous updates of the RTP, transportation agencies, including ODOT and TriMet, will work through county-level transportation coordinating committees and with the City of Portland, to coordinate across jurisdictional boundaries and recommend priority projects for the 2023 RTP. These meetings, as well as meetings of elected and appointed officials, provide opportunities for the public to learn about and provide input on the projects and programs being recommended.

Several resources and tools are being developed and will be available to support jurisdictional partners, including an on-line RTP Hub database, a project submission guide, project cost estimate guidance, online maps and geospatial data of the 2018 RTP projects<sup>2</sup>, RTP policy framework maps, and RTP needs assessment maps and related data.

**A web page and on-line project database – called the RTP Hub - will support jurisdictions as they review and update their investment priorities at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).** Two on-line trainings on access and use of the Hub will be held for agency staff on Dec. 6 and Dec. 7. The online hub will go live on Jan. 6.

**A 2023 RTP Project Submission Guide** is being developed to support agencies that are updating the list of projects. Agencies will update and add projects in the RTP Project Hub, an online database. Agencies updating or submitting new projects to the RTP will provide information that will be used in the outcomes assessment, and system, equity, climate and environmental analysis of the draft project list. For projects already in the RTP Project Hub, much of the information will already be available. Some information will need to be updated, or added for new projects.

**Project list updates and supporting information from coordinating committees, TriMet, ODOT, and City of Portland priorities due February 17**

The call for projects starts Jan. 6 and closes on Feb.17, 2023. Over the past two years, the update of the RTP has focused on understanding the region's transportation challenges and priorities for investment and updating the region's vision for the transportation system.

Now it is time to pull the pieces together in the call for projects to address these challenges, reflect the region's priorities and make progress toward our shared vision and goals for the future transportation system. Each county-level coordinating committee will submit endorsement letter with their respective lists of projects and programs, indicating the lists are the agreed upon priorities for 2023 RTP for the cities and county of each respective sub-region.

**Project list endorsements from governing bodies due May 1**

New for the 2023 RTP, agencies will be asked to submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP.

This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

<sup>2</sup> Existing 2018 RTP Projects can be viewed at:

<https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&extent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100>

**Key information requested in Call for Projects** (definitions are provided in the Project Submission Guide):

- **Agency information** identifying the nominating agency, agency partners and primary owner.
- **General project information** describing the project, location, features and design elements.
- **Project status**, whether the project is has committed construction funding, and/or the project is new.
- **Estimated project cost** estimated in current cost (in 2023 dollars) and for the time period within which the project is recommended for completion (year of expenditure). Metro will inflate 2018 RTP project costs in the RTP Hub from 2016 dollars to 2023 dollars – a 40% increase. Metro will provide guidance for inflating current cost to expected year of expenditure cost during the Call for Projects.
- **Time period** for which the project is anticipated to be completed, 2023-2030 or 2031-2045.
- **Project type and investment category:**
  - Active Transportation (Pedestrian, Bicycle, or Pedestrian & Bicycle)
  - Freight
  - Roadways
  - Bridges
  - Roadway Operations
  - Bridge Operations
  - Roadway Maintenance and Preservation
  - Bridge Maintenance and Preservation
  - Throughways
  - Transit Capital (High Capacity, Better Bus, or Other)
  - Transit Operating Capital
  - Transit Service and Operations
  - Transit Maintenance
  - Transit-oriented Development
  - Transportation System Management (Technology)
  - Transportation Demand Management
  - Pricing Programs; and
  - Regional Activities
- **Safety projects** identified as a safety project through a state or local process.
- **Modeling assumptions** describing the number and type of traffic lanes and signals (before and after the project), posted speed, signal timing/coordination, type of bicycle facility to be provided, and whether sidewalks are included.
- **GIS shapefiles** for location-specific projects for Metro to develop maps and conduct GIS analysis to determine which projects overlap with 2040 Growth areas, high injury corridors, Equity Focus Areas and other spatial data.

- **Drawings or more detailed maps** when needed to communicate the location or modeling assumptions for more complex projects.

### What projects are eligible to be included in the 2023 RTP?

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the RTP policy framework. Projects must be located on the designated regional transportation system<sup>3</sup> and be inside the federally-recognized metropolitan planning area boundary, and:

1. Projects must help achieve regional vision, goals and policies for the transportation system.
2. Projects must cost at least \$2 million or be bundled with similar projects to meet the cost threshold.
3. Projects must come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system.
4. Projects that were identified through a public planning process that met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes and people with limited English proficiency.



**Draft 2023 RTP Goals developed by JPACT and Metro Council**

Project list updates and supporting information is due February 17. For all projects submitted to the RTP, agencies will provide documentation of public engagement conducted during the planning and development of projects. New for the 2023 RTP, agencies will be asked to submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects. This engagement information may be provided after the projects have been submitted in the call for projects but must be submitted by May 1. Metro will use the information provided to describe the array of public engagement opportunities that contributed to the development of the 2023 RTP.

### How will projects and the transportation system be evaluated to measure progress?

Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the Call for Projects and the project's location. The assessment will be used to show how individual projects, as well as the collective set of RTP projects, advance each of the five regional goals.

<sup>3</sup> An on-line viewer of the 2018 RTP network maps, that also includes the urban growth boundary and the metropolitan planning area boundary, can be found at:  
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=9057331682354a188ecec2688071239f>

The draft 2023 RTP Network Maps will be posted in an on-line viewer for the Call for Projects.

The high-level assessment is designed to:

- Produce results that are clear and easy to communicate, interpret and compare. The measures included in the high-level assessment are defined as yes-or-no questions that are easy to answer based on established RTP policies and guidance, and regional datasets. The goal is to report on how key aspects of the RTP are being implemented – not to account for all the nuances of what makes a “good” RTP project. RTP elements like the High Capacity Transit Strategy and the Freight Delay and Commodities Movement Study will define which transit and freight projects meet the region’s needs in depth. The high-level assessment is designed to complement these analyses and allow for comparison across all RTP projects.
- Highlight projects that meet multiple RTP goals. Prior RTP work and feedback from agency and community members have repeatedly highlighted that many projects in the RTP serve multiple goals. For example, providing high-frequency transit in key locations supports climate, mobility, and equity goals. Though there are unique criteria associated with each goal area, they are designed to reflect the fact that certain types of projects that advance multiple goals – particularly bicycle, pedestrian and transit projects that are needed to provide a complete set of affordable and sustainable transportation options given that the region’s motor vehicle network is much more fully built out than other modal networks. The assessment will be focused on highlighting these projects and synergies.
- Reflect the “typical” RTP project. One of the goals of the RTP process is to coordinate transportation and land use planning. Land use is a major driver of transportation choices, so this typically means that the RTP aims to coordinate transportation investments in 2040 growth areas, Equity Focus Areas, and other key areas. Major projects, such as new light rail lines or large throughway projects, can also influence surrounding land use patterns, potentially creating new centers of activity. However, the vast majority of RTP projects are relatively small in scale. These projects play an important role in implementing the region’s 2040 land use vision and community plans and visions. The high-level assessment focuses on capturing how transportation projects are concentrated in the areas where the region has prioritized investment, and does not account for major projects’ potential to alter land uses. This is an important consideration, but it is likely to be captured in the in-depth analyses that major projects typically conduct as part of their individual project development process.
- Achievable with the available time, resources and information provided by nominating agencies. There are more than 1,000 projects in the RTP and the plan update must be completed next year to maintain compliance with Federal regulations. In order to fit within the RTP timeline, the high-level assessment has been designed to be automated and based on existing maps and data and/or the information provided by nominating agencies through the Call for Projects.

The following section provides more detail about the high-level assessment will be conducted, including how each of the measures will be evaluated and how results of the assessment will be presented to stakeholders.

The second phase of the evaluation is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advance regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro’s travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

**Table 2** summarizes the key questions that the assessment and analysis will look to answer for each of the five RTP goals. It reflects comments submitted by partner agencies (see Appendix \_\_) on the initial draft version of the table in cases where there was consensus among commenting agencies and the necessary data and policies are in place to support the recommended change. Changes made to the table in response to these comments include:

- Adding a new Equity measure that captures whether projects benefit underserved people
- Adding a new Mobility measure that reflects whether projects are improving existing facilities.
- Edit the access to jobs measure under Mobility to reflect projects that improve access to 2040 growth areas and incorporate prior accessibility analyses.

**Table 2: Measuring progress towards RTP goals**

| RTP goal                                                                                                                                                                                                                                                                                                                                                                           | High-level project assessment                                                                                                                                                                                     | System analysis                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Equitable transportation:</b> Transportation system disparities experienced by Black, Indigenous and other people of color and people with low incomes are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed. | Is the project located in an Equity Focus Area?<br><br>Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)? | Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region?<br><br>Key performance measures: <ul style="list-style-type: none"> <li>• Access to destinations (EFAs vs. other areas)</li> <li>• System completion (EFAs vs. other areas)</li> <li>• System completion near transit (EFAs vs. other areas)</li> </ul> |
| <b>Climate action and resilience:</b> People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.                                                                  | Does the project have a high or medium greenhouse gas reduction potential? <sup>4</sup><br><br>Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?           | Does the RTP meet vehicle miles traveled per capita reduction targets?<br><br>Does the RTP meet transit, bicycle and pedestrian mode share targets?<br><br>Key performance measures: <ul style="list-style-type: none"> <li>• Total GHG emissions</li> <li>• GHG emissions per capita</li> <li>• Vehicle miles traveled per capita</li> <li>• Mode share</li> </ul>  |
| <b>Safe system:</b> Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.                                                                                                                                                                                                                                            | Is the project identified as safety project? <sup>5</sup><br><br>Is the safety project on a high injury corridor?                                                                                                 | Does the RTP meet regional safety targets?<br><br>Key performance measures: <ul style="list-style-type: none"> <li>• Fatal and serious crashes</li> <li>• System completion, especially in 2040 growth areas and near transit.</li> </ul>                                                                                                                            |
| <b>Mobility options:</b> People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.                                                                                                                                  | Does the project complete a gap in the region's pedestrian, bicycle or transit networks?<br><br>Does the project include ADA-pedestrian-, bicycle- or transit-supportive design elements?                         | Does the RTP meet targets for completing the multimodal transportation system?<br><br>Does the RTP meet vehicle miles traveled per capita reduction targets?                                                                                                                                                                                                         |

<sup>4</sup> As defined in the 2014 Climate Smart Strategy <https://www.oregonmetro.gov/climate-smart-strategy>

<sup>5</sup> Identified as a safety project through a state or local process.

| RTP goal                                                                                                                                                                                                                                                                                                     | High-level project assessment                                                                                                                                                                           | System analysis                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                         | <p>Does the RTP meet targets for reliable travel on throughways?<sup>6</sup></p> <p>Key performance measures:</p> <ul style="list-style-type: none"> <li>• System completeness</li> <li>• VMT per capita</li> <li>• Reliability on throughways (based on travel speed)</li> </ul>                                                                                                                                                                 |
| <p><b>Thriving economy:</b> An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas and other regional destinations that are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.</p> | <p>Is the project located in a 2040 center, station community, industrial area or employment area?</p> <p>Is the project located in an area that offers higher-than-average access to destinations?</p> | <p>Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas?</p> <p>Does the RTP increase access by auto and transit to destinations?</p> <p>Key performance measures:</p> <ul style="list-style-type: none"> <li>• Access to destinations</li> <li>• System completeness in 2040 growth areas</li> <li>• Access to bicycle/pedestrian facilities and transit stops</li> </ul> |

### Implementing the high-level project assessment

Metro staff will apply the high-level assessment to all **capital** projects included in the constrained RTP project list. Capital projects are the projects that have the potential to change how people travel, and therefore to influence future progress toward regional goals. This does not mean that operations and maintenance are not important – these investments are critical to continue to maintain the progress that previous RTP capital projects made toward goals. However, the benefits of operations and maintenance are typically already accounted for as part of the analysis of the underlying capital projects when these projects enter the RTP, so it would be double-counting their benefits to also include them in the high-level assessment. Furthermore, operations and maintenance projects are funded from separate sources than capital projects, which can make it challenging to compare results across these two categories. This approach may not capture the benefit of certain RTP programmatic investments that have region-wide benefits; there are a small enough set of such investments that Metro staff intend to recommend qualitative ways of evaluating them through further conversations with partners.

Metro staff will develop GIS scripts and other automated methods to assess whether each capital project in the RTP meets each of the measures shown in Table 2 above. Table 3 summarizes the data sources and methods that Metro staff will use to evaluate each measure.

**Table 3: High-level project assessment methods and data sources**

<sup>6</sup> As defined in the draft Regional Mobility Policy developed to test and refine through the 2023 RTP update.

| RTP Goal       | Measure                                                                                                                                                    | Data source <sup>7</sup>                                                                                                                                               | Assessment method                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Equity</b>  | Is the project located in an Equity Focus Area?                                                                                                            | <a href="#">Equity Focus Area map</a> , <i>project location</i>                                                                                                        | Projects that are located fully or partly within an Equity Focus Area receive credit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Equity</b>  | Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)? | <a href="#">Regional Mobility Policy summary of input from marginalized communities on transportation priorities for greater Portland</a> , <i>investment category</i> | Projects in the following investment categories receive credit: Active Transportation, Transit (High Capacity, Better Bus, or Other),                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Climate</b> | Does the project have a high or medium greenhouse gas reduction potential? <sup>8</sup>                                                                    | <a href="#">Climate Smart Strategy</a> , <i>investment category</i>                                                                                                    | <p>Project impact will be assessed based alignment between the investment category and the strategies assessed in Climate Smart, as follows:</p> <p>High carbon reduction strategies:</p> <ul style="list-style-type: none"> <li>• Pricing Programs</li> <li>• Transit (High Capacity, Better Bus, or Other)</li> <li>• Transit-oriented Development</li> </ul> <p>Medium carbon reduction strategies:</p> <ul style="list-style-type: none"> <li>• Active Transportation</li> <li>• Transportation Demand Management</li> <li>• Transportation System Management (Technology)</li> </ul> <p>High carbon reduction projects receive more credit than medium-impact ones.</p> |
| <b>Climate</b> | Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?                                                   | <a href="#">Regional Emergency Transportation Route map</a> , <a href="#">Seismic Lifeline maps</a> , <i>project location</i>                                          | Projects that fully or partially overlap with the routes identified in either one of these maps receive credit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Safety</b>  | Is the project identified as safety project?                                                                                                               | Agency identified consistent with RTP definition, <sup>9</sup>                                                                                                         | Projects receive credit if the lead agency identifies a project as meeting definition of a safety project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Safety</b>  | Is the safety project on a high injury corridor?                                                                                                           | <a href="#">High Injury Corridors map</a> , <i>project location</i>                                                                                                    | Projects that fully or partially overlap with a high-injury corridor or intersection receive credit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

<sup>7</sup> Italics indicate data provided by nominating agencies through the Call for Projects.

<sup>8</sup> As defined in the 2014 Climate Smart Strategy <https://www.oregonmetro.gov/climate-smart-strategy>

<sup>9</sup> Safety projects and programs are identified by agencies in safety action plans and other plans and studies. Safety projects have the primary purpose of preventing and reducing fatal and serious injury crashes addressing a documented safety problem at a documented high injury or high-risk location (including Regional High Injury Corridors and Intersections) with one or more proven safety countermeasure(s).

Safety projects address a safety problem (occurrence and risk of fatal and serious injury crashes) that has been identified and documented through an analysis of crash and risk data in in safety plans or other plans and studies. And the project or program addresses the identified safety problem using proven safety countermeasures such as road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips, or programs such as Safe Routes to School, messaging and behavioral programs.



| RTP Goal        | Measure                                                                                         | Data source <sup>7</sup>                                                                                                         | Assessment method                                                                                                                                                                                                                                                                           |
|-----------------|-------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mobility</b> | Does the project complete a gap in the region's pedestrian, bicycle or transit networks?        | RTP network gap maps, <i>project location</i> , <i>investment category</i>                                                       | Projects that fully or partially overlap with a gap in one of the modal networks and that are in a relevant investment category receive credit. For example, a project that overlaps with a gap in the pedestrian system and is in the Active Transportation category would receive credit. |
| <b>Mobility</b> | Does project include ADA-pedestrian-, bicycle- or transit-supportive design elements?           | <i>Project design elements</i>                                                                                                   | Projects receive credit if they include any of the design elements identified through the call for projects <sup>10</sup>                                                                                                                                                                   |
| <b>Economy</b>  | Is the project located in a 2040 center, station community, industrial area or employment area? | <a href="#">2040 Growth Concept map</a> , <i>project location</i>                                                                | Projects that fully or partially overlap with one of the relevant land use types will be awarded credit.                                                                                                                                                                                    |
| <b>Economy</b>  | Is the project located in an area that offers higher-than-average access to destinations?       | <a href="#">Economic Value Atlas</a> access to all jobs across all modes and times of day, <sup>11</sup> <i>project location</i> | Projects that fully or partially overlap a zone where access to jobs is higher than the regional average.                                                                                                                                                                                   |

In most cases, projects will be awarded one point for each measure they meet. Since most goal areas contain two measures, this will result in a score of between zero and two points for each goal area. The exception is in Climate, where projects can receive up to two points for one of the

<sup>10</sup> Buffer treatment and benches

Lighting intersections & marked crossings

Overpass or underpass

Priority inter. treatments/raised median island

Pedestrian signal or beacon

Sidewalk infill

Universal access and ADA compliance

Sidewalk reconstruction/improvements

Bicycle boulevards

Bicycle parking

On-street bikeway or bike lane

Overpass or underpass

Priority treatments at intersect & crossings

Buffered bikeways

Protected bikeways/cycletracks

New trail/multi-use path or extension

Treatments (pull-outs, seating, wayfinding)

High visibility trail street crossings

New rail infrastructure/connection

New rapid bus infrastructure/connection

New bus line/connection

New transit vehicles

Transit center, stop or station

Park and rides

Enhanced transit corridor investment

Other priority/enhanced transit toolbox designs

New service

<sup>11</sup> To view the relevant layer, navigate to the Economic Value Atlas, deselect the "Measures" check box in the upper-left corner of the screen, scroll through the menu of measures below, and select the People > Job Access layer. Metro staff will be preparing a GIS layer containing this data for use in the high-level assessment.

measures (two for implementing a high-impact GHG reduction strategy, one for implementing a moderate-impact strategy) and three points total. The results for climate will be down-weighted so that they have the same weight as results for other categories.

Table 4 illustrates how Metro staff will present the results of the high-level project assessment for a set of hypothetical example projects.

**Table 4: Illustrative high-level project assessment results for individual projects**

| Project            | Equity |                 |              | Climate        |                 |                          | Safety         |                     |              | Mobility       |                 |                | Economy        |                        |               | Total                |
|--------------------|--------|-----------------|--------------|----------------|-----------------|--------------------------|----------------|---------------------|--------------|----------------|-----------------|----------------|----------------|------------------------|---------------|----------------------|
|                    | EFA    | Equity priority | Equity total | Climate impact | Emergency route | Climate total (weighted) | Safety project | High injury network | Safety total | Gap completion | Design elements | Mobility total | 2040 land uses | Access to destinations | Economy total | Total – all measures |
| Example project #1 | 1      | 0               | 1            | M              | 1               | 1.3                      | 1              | 0                   | 1            | 1              | 1               | 2              | 1              | 1                      | 2             | 7.3                  |
| Example project #2 | 1      | 1               | 2            | H              | 0               | 1.3                      | 1              | 1                   | 2            | 1              | 1               | 2              | 1              | 1                      | 2             | 9.3                  |
| Example project #3 | 1      | 1               | 2            | M              | 0               | 0.7                      | 1              | 0                   | 1            | 0              | 1               | 1              | 0              | 0                      | 0             | 4.7                  |

Table 4 does not apply any minimum thresholds to project scores or otherwise suggest that projects should be excluded from the RTP project list. Instead, it will be used to prepare information on how projects advance each of the RTP goals with respect to each measure. **While a numerical score will be developed, the scores will be reported in a simplified graphical form – full circle, half circle, empty circle to visually communicate how projects advance each of the RTP goals.** This will help decision-makers identify projects that advance multiple goals and understand how individual projects contribute to each of the RTP goal areas.

In addition, Metro staff will report on the total percentage of the RTP constrained capital project budget that is associated with projects that meet each measure, both for near-term projects that will be implemented by 2030 and for all projects included in the RTP, which runs through 2045. This will enable decision-makers to understand the extent to which the RTP invests in and prioritizes projects across the RTP goals. Table 5 illustrates what the results might look like using illustrative figures that are not based on the current or previous RTP project lists.

**Table 5: Illustrative high-level project assessment results for all RTP capital investments**

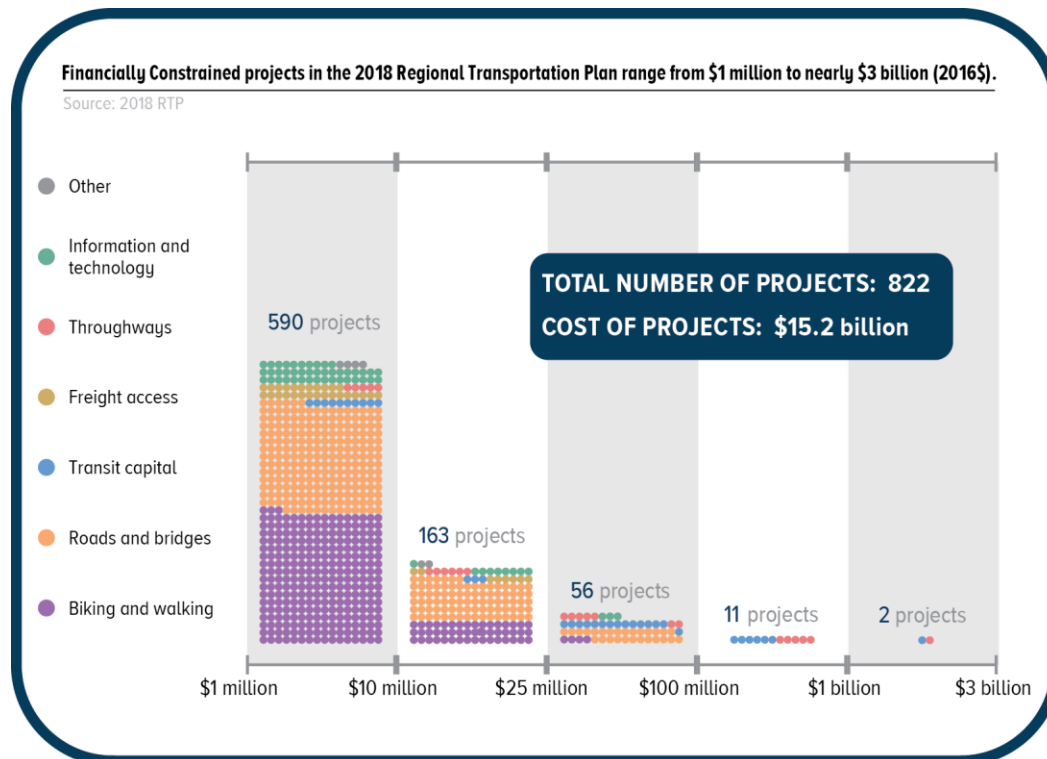
|          |                                                                                                             | Illustrative Results                               |      |
|----------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------|------|
|          |                                                                                                             | % RTP constrained capital budget spent on projects |      |
| Category | Measures                                                                                                    | 2030                                               | 2045 |
| Equity   | Located in an Equity Focus Area                                                                             | 67%                                                | 55%  |
| Equity   | In an investment category that underserved people identified as a priority through RTP community engagement | 35%                                                | 33%  |
| Equity   | Meets both of the above measure                                                                             | 25%                                                | 21%  |
| Climate  | Has a high or medium greenhouse gas reduction potential                                                     | 41%                                                | 39%  |
| Climate  | Located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route                    | 35%                                                | 44%  |
| Climate  | Meets both of the above measure                                                                             | 20%                                                | 19%  |

**Illustrative Results**

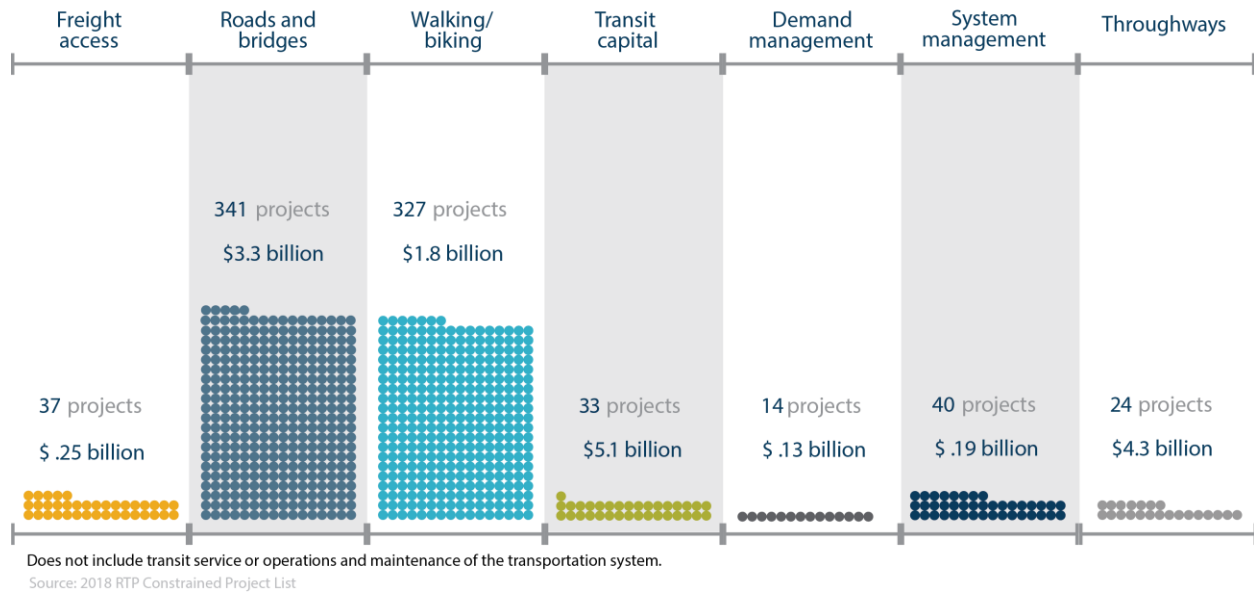
**% RTP constrained capital  
budget spent on projects**

| Category | Measures                                                                     | 2030 | 2045 |
|----------|------------------------------------------------------------------------------|------|------|
| Safety   | Identified as a safety project                                               | 67%  | 72%  |
| Safety   | On a high injury corridor                                                    | 30%  | 34%  |
| Safety   | Meets both of the above measure                                              | 16%  | 18%  |
| Mobility | Completes a gap in the region's pedestrian, bicycle or transit networks      | 52%  | 44%  |
| Mobility | Includes ADA- pedestrian-, bicycle- or transit-supportive design elements    | 80%  | 85%  |
| Mobility | Meets both of the above measure                                              | 46%  | 43%  |
| Economy  | Located in a 2040 center, station community, industrial area or employ. area | 35%  | 31%  |
| Economy  | Located in an area that offers higher-than-average access to destinations    | 55%  | 50%  |
| Economy  | Meets both of the above measure                                              | 35%  | 31%  |

Other infographics will be used communicate the range of costs and types of investments as shown in the figures that follow.



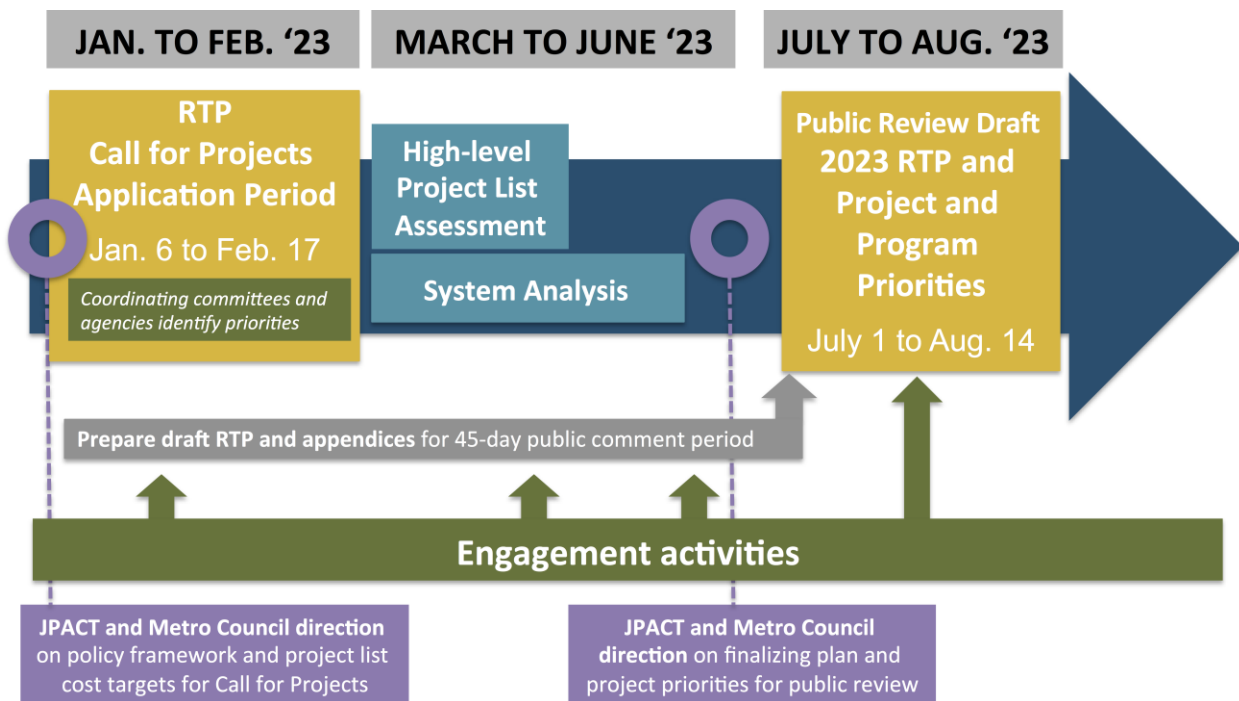
Roads, bridges and walking/biking had the most projects in the 2018 Regional Transportation Plan.



### Refining project and program priorities for the 2023 RTP public review draft

**Figure 5** illustrates the timeline and process for the call for projects and the development of the public review draft of the RTP.

**Figure 5. Call for projects timeline and process**



## Process and Approach for 2023 Regional Transportation Plan Call for Projects

11/23/22

A summary of key dates follows.

|                        |                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Jan. 6, 2023</b>    | <b>RTP Call for Projects begins</b>                                                                                                                                                                                                                                                                                                                                     |
| <b>Feb. 17, 2023</b>   | <b>DEADLINE:</b> Project list updates and supporting information due                                                                                                                                                                                                                                                                                                    |
| January to June 2023   | Work continues to develop draft 2023 RTP and appendices for public review, reflecting feedback received throughout Phase 2 and Phase 3 of the update. Community based organizations start engaging community members in transportation priorities and telling community stories.                                                                                        |
| March-April 2023       | RTP High-level Project list Assessment and System Analysis conducted                                                                                                                                                                                                                                                                                                    |
|                        | Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment.                                                                                                                                                                                               |
|                        | Metro is partnering with community-based organizations to engage communities of color and culturally specific communities from across the region. The process is designed to grow the capacity of the organizations that serve these communities to engage in regional and local transportation decisions more broadly, including future decisions beyond the 2023 RTP. |
|                        | Metro will also host an online survey that provides an opportunity for the public to provide input on the draft project list during this time.                                                                                                                                                                                                                          |
| <b>May 1, 2023</b>     | <b>DEADLINE:</b> Governing body project list endorsements due                                                                                                                                                                                                                                                                                                           |
| May-June 2023          | Input on the assessment of projects, along with the system analyses findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project and program priorities for public review in Summer 2023.                                                                                                         |
|                        | JPACT and Metro Council consider public input and technical findings and provide direction on finalizing draft RTP and list of project and program priorities for public review                                                                                                                                                                                         |
| July 1 to Aug. 14 2023 | Public comment period on draft plan and list of project and program priorities with hearing(s)                                                                                                                                                                                                                                                                          |
| Sept.-Nov. 2023        | Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council                                                                                                                                                                                                                 |
| November 2023          | JPACT and Metro Council consider adoption of the 2023 RTP                                                                                                                                                                                                                                                                                                               |

A more detailed 2023 schedule of key milestones and discussions is under development.



2023 Regional Transportation Plan

## 2023 RTP Project Submission Guide

For agencies and jurisdictions responding to Metro's call for projects

*The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state and federal funding.*

The following information is being provided to assist agencies as they respond to the 2023 RTP Call for Projects. Agencies may nominate projects to the RTP from Friday, January 6 to Friday, February 17, 2023.

### **DEADLINE: 5:00 P.M., Friday, February 17, 2023**

- ✓ All agencies nominating projects: Complete updates to project information and add new projects electronically via the online **RTP Project Hub**, including new or updated project geoshapefiles and a signed *Congestion Management Process Documentation form* for relevant projects
- ✓ All agencies nominating projects: Submit a signed *Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects* (one per nominating agency) via email to Metro staff
- ✓ County coordinating committees, ODOT, TriMet, SMART, Port of Portland, City of Portland: Submit project list recommendations in excel format via email to Metro staff

### **DEADLINE: 5:00 P.M., Monday, May 1, 2023**

- ✓ All agencies nominating projects: Submit a letter from governing body (e.g., council, board, commission), endorsing the agency's list of recommended projects, via email to Metro staff

**Send all email submissions to Ally Holmqvist at [ally.holmqvist@oregonmetro.gov](mailto:ally.holmqvist@oregonmetro.gov)**

**[NOTE: HIGHLIGHTING THROUGHOUT DOCUMENT INDICATES THAT A HYPERLINK OR MISSING TEXT WILL BE ADDED IN THE FINAL DOCUMENT]**

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

**Find more information and resources** at **[oregonmetro.gov/2023projects](https://oregonmetro.gov/2023projects)**

**Update projects in the RTP Project Hub at**  
**<https://app.grouptrail.com/signin>**

**Questions? Contact Metro staff at**  
Ally Holmqvist  
**[ally.holmqvist@oregonmetro.gov](mailto:ally.holmqvist@oregonmetro.gov)**

Lake McTighe  
**[Lake.mctighe@oregonmetro.gov](mailto:Lake.mctighe@oregonmetro.gov)**

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## Overview

The Regional Transportation Plan (RTP) brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2023 to 2045. Projects must be in the plan to qualify for federal and some state funding.

Projects in the RTP list include highways, roads, transit, freight, biking and walking as well demand and system management programs. The current list includes more than 1,200 projects regionwide. The projects must help achieve the region's vision and adopted goals for the transportation system.



### Vision--->

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **choose to drive less** and support **equitable, resilient, healthy and economically vibrant communities and region.**

Dramatic changes have unfolded since the RTP was last updated 2018, many documented in the 2023 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP coordinates all levels of government to work together to deliver a better transportation future.

For more information on the policy framework and approach for updating, assessing, and refining the list of projects and programs, refer to the [2023 RTP Policy Framework Overview](#).

The information that follows is provided to assist nominating agencies as they respond to the 2023 RTP Call for Projects.

**[NOTE: HIGHLIGHTING THROUGHOUT DOCUMENT INDICATES THAT A HYPERLINK OR MISSING TEXT WILL BE ADDED IN THE FINAL DOCUMENT]**

## Schedule and deadlines

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| January 6               | <b>Call for Projects begins</b> – Project Hub is open for updates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| February 17             | <p><b>Deadline:</b> <i>Agencies update/submit new project information, including modeling details, GIS shapefiles and congestion management process documentation form, through the online RTP Hub by 5 p.m.</i></p> <p><b>Deadline:</b> <i>ODOT, TriMet, Port of Portland, City of Portland and county coordinating committees submit list of projects (in excel) to Metro staff by 5 p.m.</i></p> <p><b>Deadline:</b> <i>Agencies submit Public engagement and non-discrimination certification and documentation to Metro staff by 5 p.m.</i></p> |
| February 21 to 28       | Metro reviews submittals for completeness and compiles draft project lists for review by nominating agencies                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| February 29 to March 31 | Metro staff conducts outcomes assessment and begins system, equity, climate and environmental analysis                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| April                   | <p>Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment; this will include an on-line comment opportunity</p> <p>Metro staff prepares draft RTP and appendices, including system, equity, climate and environmental analysis</p>                                                                                                                                                                                                 |
| May 1                   | <b>Deadline:</b> <i>Agencies submit a letter of endorsement from their governing body (e.g., city council, board, or commission) indicating support for projects being submitted by their staff to the 2023 RTP to Metro staff by 5 p.m.</i>                                                                                                                                                                                                                                                                                                         |
| May and June            | JPACT and Metro Council discuss results and public input, and provide feedback to Metro staff on finalizing draft plan, projects, and appendices for public review                                                                                                                                                                                                                                                                                                                                                                                   |
| July 1 to August 14     | 45-day public comment period on draft RTP, project list and appendices (engagement activities will include a public hearing, online comment opportunity and other activities); comment period ends at 5 p.m.                                                                                                                                                                                                                                                                                                                                         |
| September               | <p>MTAC and TPAC discuss public comments and staff recommendations for refinement of draft RTP and project list</p> <p>Metro Council, JPACT and MPAC discuss public comments and staff recommendations for refinement of draft RTP and project list</p>                                                                                                                                                                                                                                                                                              |
| October                 | MTAC and TPAC consider public comments and make recommendations to MPAC and JPACT, respectively                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| October 25              | MPAC recommendation to the Metro Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| November 16             | JPACT considers final action and recommendation to the Metro Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| November 30             | Metro Council considers final action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## Identifying projects to update and submit to the RTP

### What projects and programs are eligible to be included?

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the [2023 RTP policy framework](#). All projects, including those already in the RTP should be reviewed for consistency with the following requirements:

1. Projects must be located on at least one of the regional networks of the RTP designated regional transportation system
  - ! If a project location is not designated on an RTP system map, an [RTP System Map Changes Worksheet](#) must be submitted. All requested system map changes must be accompanied with an explanation for the proposed change that demonstrates how the requested change is consistent with RTP policy. Project sponsors must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.
2. Projects must be within the region's Federally recognized [metropolitan planning area \(MPA\) boundary](#).
3. Projects must be in an adopted plan or strategies developed through a public process.
  - ! If not in adopted plan, agencies must provide documentation in the [Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects](#) form describing the public process underway and when the plan will be adopted.
  - ! Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity you must fill out [Congestion Management Process Documentation](#).
4. Projects costs in 2023 dollars must be at least \$2 million; smaller projects may be bundled with similar projects to meet the cost threshold such as sidewalk infill projects on multiple streets in a downtown area, seismic retrofits, transit service enhancements, minor bridge repair, area-wide Intelligent Transportation System projects; however, these projects should still have locations that can be mapped and analyzed.
5. All throughway, roadway, bicycle and transit capital (e.g., MAX extensions, bus rapid transit, streetcar) projects that [change or add capacity](#) must be specifically identified as individual projects with modeling assumptions because they must be modeled for air quality and greenhouse gas emissions; they cannot be bundled.

### How many projects can be submitted?

The total cost estimates of projects, project phases, or programs identified for each list submitted must be no greater than the cost target for each agency and must total no more than the cost target identified for each time-period in the RTP. The table below summarizes project list cost targets for each county (including cities and special districts) and the City of Portland, ODOT, TriMet, the Port of Portland and Metro. For more information on the revenue forecast and assumptions related to these cost targets, see the [2023 RTP Financially Constrained Revenue Forecast](#). [NOTE UNDER DEVELOPMENT LINK TO BE PROVIDED]

All project lists submitted must organize projects and programs into three time-periods:

- highest priority (2023-2030 in Constrained priorities project list),
- high priority (2031-2045 in Constrained priorities project list),
- additional priority (2031-2045 in Strategic priorities project list).

**Table 1** is a placeholder to illustrate the project list cost target information that will be available for the call for projects.

**Table 1: Draft Cost Targets for Purposes of the 2023 RTP Call for Projects** (*under development*)

| Agency/coordinating committee     | Constrained List cost target for 2023-2030<br>(millions of YOE dollars) | Constrained List cost target for 2031-2045<br>(millions of YOE dollars) | Strategic List cost target for 2031-2045<br>(millions of YOE dollars) | Total RTP List cost target for 2023-2045<br>(millions of YOE dollars) |
|-----------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------|
| City of Portland                  | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Clackamas County, Cities, & NCPRD | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Multnomah County and Cities       | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Washington County, Cities & THPRD | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Oregon Dept. of Transportation    | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| TriMet & SMART (Transit Capital)  | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Metro                             | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |
| Port of Portland                  | \$0.000                                                                 | \$0.000                                                                 | \$0.000                                                               | \$0.000                                                               |

### How will project and program lists be developed and submitted?

Nominating agencies develop their project list updates. Coordination of submittals will occur through ongoing public meetings of county coordinating committees, the city of Portland and the Transportation Policy Alternatives Committee (TPAC) as outlined in more detail below.

Lead staff will each submit a list of all recommended city and county projects and programs recommended for their respective sub-region by the **February 17, 2023 deadline**

- Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects for their jurisdictions at county coordinating committees. County coordinating committee lead staff will manage project list submittals for the county and its cities. The policy-level county coordinating committee will be the endorsing body for the county coordinating committees (C-4 Metro Sub-committee, EMCTC, & WCCC).
- The City of Portland will recommend projects after reviewing priorities with its community advisory committees – the Pedestrian, Bicycle and Freight advisory committees and the Bureau and Budget Advisory Committee. City of Portland transportation staff will manage project submittals for the city and Portland Streetcar, Inc. Portland Streetcar, Inc. staff will participate in meetings held by the City of Portland and TriMet to coordinate and develop joint project submittals. Portland City Council will serve as the endorsing body.

- ODOT, the Port of Portland, TriMet, SMART and other agencies will seek feedback from county coordinating committees and the City of Portland to recommend priority projects. ODOT also will seek feedback from the Region 1 Area Commission on Transportation (ACT) to recommend priority projects. For these agencies the TriMet Board, Oregon Transportation Commission, Port Commission serve as the endorsing body; for SMART endorsement will be provided by the Wilsonville City Council.
- Park districts, school districts, transportation management associations, railroad operators, and city and county trails, environmental services, and land use staff will participate in meetings held by their respective county coordinating committee or the City of Portland to coordinate and develop joint project submittals.

#### How will project and program lists be endorsed?

Project submittals must clearly demonstrate that local and/or state officials and relevant coordinating committees support the project. Following submittal to Metro through the coordinated process described above, all agencies also submit a letter from their governing body, such as a city council, board or commission, endorsing the list of projects that they are recommending for the RTP By the **May 1, 2023 deadline**.

## Using the RTP Project Hub

[NOTE: ALL 'SNAPSHOTS' OF THE HUB ARE PLACEHOLDERS AND WILL BE UPDATED IN THE FINAL DOCUMENT.]

The **RTP Project Hub** is an online project database for nominating agencies to use to review and submit new or updated project program information for the 2023 RTP. All projects from both the 2014 and 2018 RTPs are in the Hub. The Project Hub is currently called the 2018 RTP Project List. The name will be updated to 2023 RTP Project List when the Call for Projects concludes, and all project additions and updates have been completed. A read-only version of the Hub will also be made publicly available.



**How do I access the Hub?** **Link to be added**

**How do I save changes?** You do not need to finish all at one time. You can make changes over time. Any changes you make are automatically saved. However, the Hub does not include prompts such as "are you sure you want to make the change?" therefore, it is important to go back and review your work to catch errors or inadvertent changes.

**Who can see the changes I make?** **Text to be added.**

**How do I share changes I've made?** **Text to be added.**

**How can I find a project?** The Hub includes a "Filter" on the left side of the screen. If you don't see a project or program, check that the correct filters are turned on.



*When you see this symbol take care to read the instructions. This symbol indicates that extra attention is needed.*

## Adding new projects and programs to the Hub

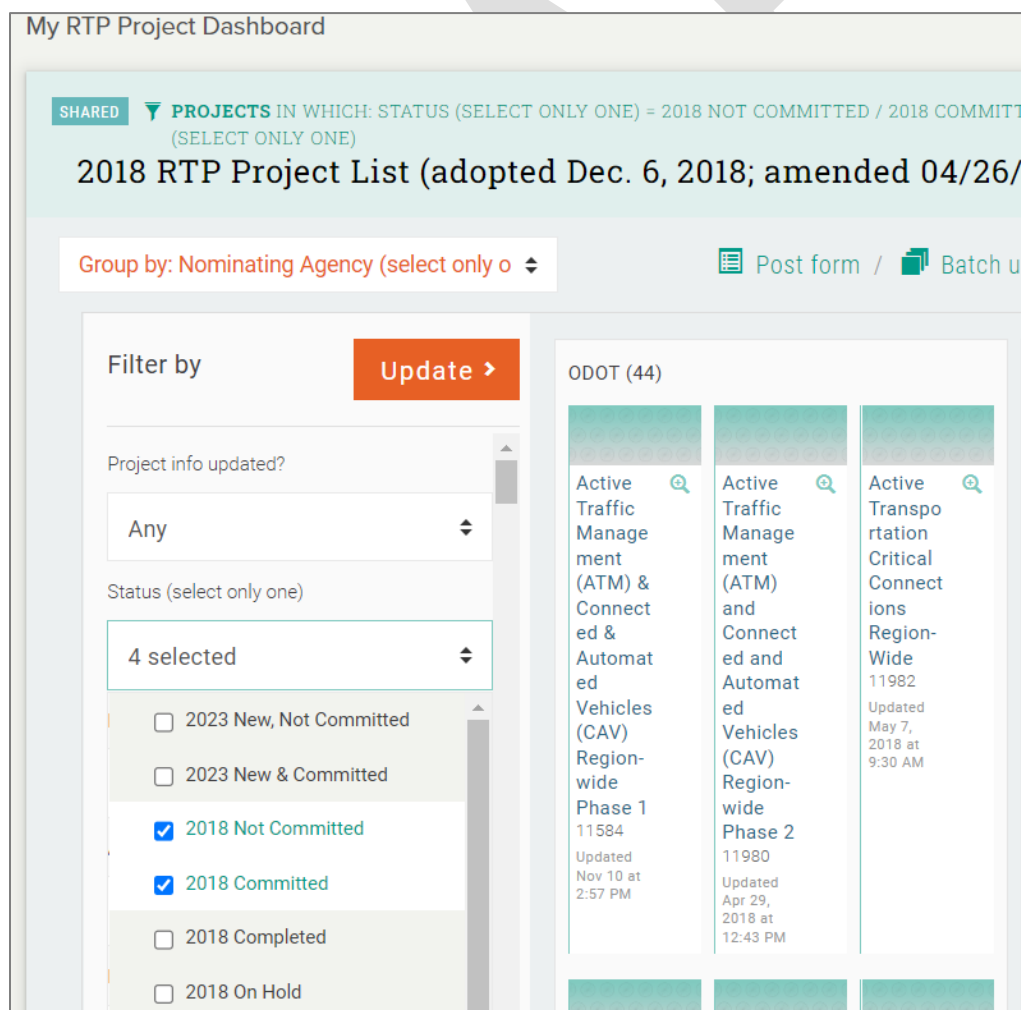
Nominating agencies will carry many of the projects and programs in the current (2018) RTP into the updated 2023 RTP. However, new projects and programs may have been identified in planning processes since the 2018 RTP was adopted and these need to be added to the 2023 RTP.

**First**, confirm that the project is not already in the Hub. Click on the “2018 RTP Project List” drop down menu.



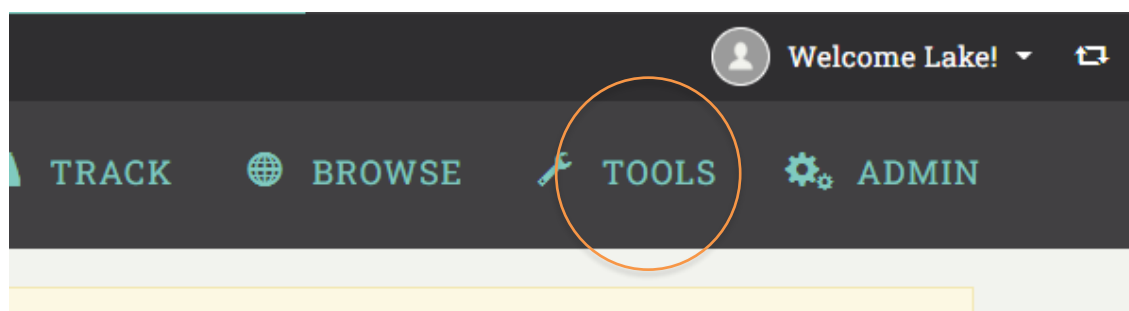
**Then**, review the projects and confirm that the new project or program is not already included in the existing list.

- ! Check the “Filter” on the left-hand side of the screen to make sure the correct filters are set.

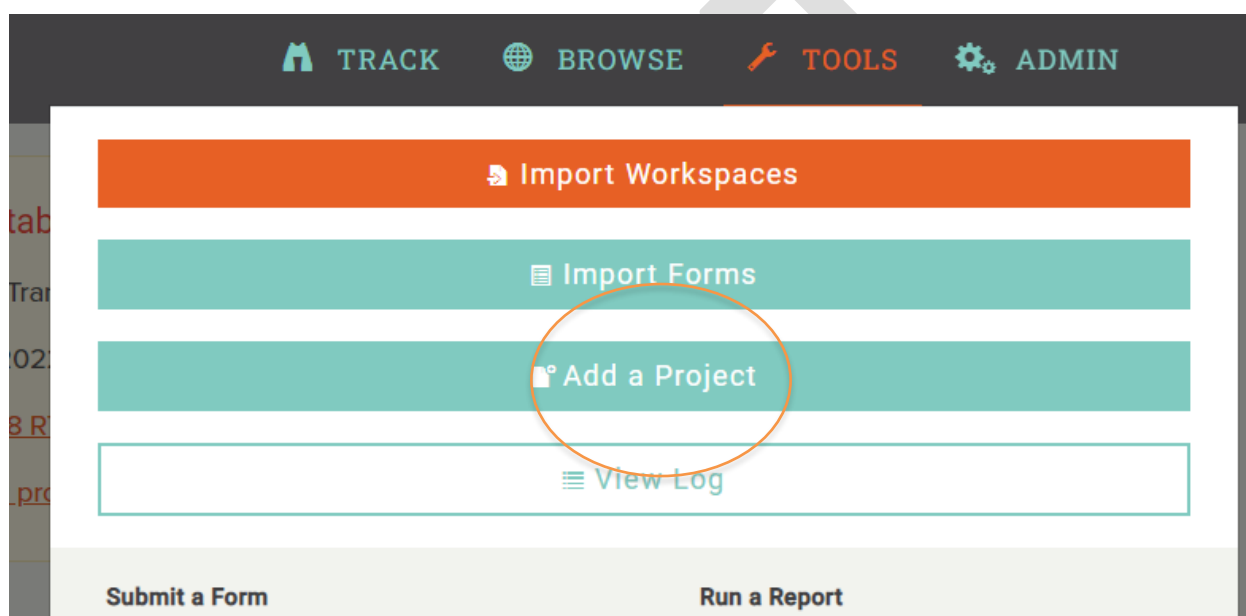




**Second**, add the new project or program if it is not included in the Hub. Go to the top right corner of the Hub's menu bar and click on "Tools".



**Next**, from the drop-down menu click on the third-down, light blue "Add a project" button.



That will bring up a new window. **Click** in the field labeled "Enter project name" and fill out the rest of the form. When finished, click "Add a Project". Your project will be added to the list of projects.

### Project or program name

[NOTED: THIS SECTION IS BEING REVIEWED AND UPDATED TO FOR CONSISTENCY WITH MTIP AND STIP PROJECT NAME GUIDANCE] Provide a brief, descriptive public friendly name of the project following these guidelines:

- Name must be 60 characters or less, including spaces.
- Must include the full name of the facility or location of the program (street, trail, or facility name, location, or area boundary).
  - Name thoroughway, roadway and bridge projects by their boundaries, from North to South and West to East, as in I-5: Northern Terminus – Southern Terminus.
  - All HCT and ETC projects must start with HCT and ETC followed with a colon.

- Projects on highways and throughways must start with the route number followed by a colon (e.g. OR8: Tualatin Valley Highway)
- Use names of intersecting roads, rivers, streams, or landmarks instead of mile points in the project names whenever possible. If the project is a bridge, identify the body of water or structure under the bridge, and use the commonly known name. For example, Burnside Bridge (Willamette River). Do not include the structure number in the project name.
- The city/county name can be in parentheses at the end of the project name to further clarify the project location, as in US26: Willamette River – 162nd (Portland) Pedestrian Crossings.
- A modifier that describes the purpose of the project or program (e.g. installs bike lanes, extends street) can be included
  - Be as specific as possible, rather than including “improvement” use words that describe the type of facility and work (e.g., protected bikeway, bikeway update).
- Avoid punctuations, abbreviations, and acronyms. Some acceptable abbreviations are Ave for avenue, Br for bridge and RR for railroad. If acronyms must be used in the project name field due to the 60 character limit, spell out the acronym in the project description. Colons, parentheses, periods, forward slashes and dashes are acceptable punctuations. Do not use the following punctuations: ~\$^\*\_+={}|!|>?<@
- If you use an acronym, spell them out in the project description.
- Indicate project phase (e.g., Phase I, Phase II) if project is part of multiple phases.
- It is important to retain the same name for a project throughout its life. Naming a project one way in the RTP, and another way in the MTIP or (S)TIP, and something else at the time of contract, makes it very difficult to track the project. It also makes it difficult for stakeholders such as FHWA and the general public to identify the project.
- There will be times, however, when changing the name of a project is necessary. Some examples include:
  - Change in project scope
  - Combining two or more projects into a new project
  - Splitting existing projects into two or more new projects

#### Examples of project/program names

- Cleveland - Burnside to Stark: Complete Street
- 15th Ave: Sunrise to Evergreen Bike/Ped Improvements
- HCT: Division Transit NW Irving to Cleveland Park & Ride - Project Dev
- Additional examples to be added

**Next**, click in the field labeled “Description”.

#### **Project description**

[NOTED: THIS SECTION IS BEING REVIEWED AND UPDATED TO FOR CONSISTENCY WITH MTIP AND STIP PROJECT DESCRIPTION GUIDANCE] Provide a brief description of the scope of the project, following these guidelines:

- Description must be 250 characters or less.

- Use plain language and avoid technical terms that the general public does not use.. [Plainlanguage.gov](https://www.plainlanguage.gov) provides resources for writing effectively, including a list of words to avoid.
- Reference other phases of the project, if there is more than one phase associated with the project.
- Include information so that the public and policymakers understand the purpose and desired outcome of the project or program. Examples of information to include: benefits of the project or program (e.g. increase pedestrian visibility, reduce number and severity of crashes); the reason for the project (e.g. high number of serious crashes at the intersection); plan or study that identified the project; links to other relevant projects; list design elements; milestones and deliverables.

Examples of descriptive project descriptions include **(THIS SECTION TO BE UPDATED)**

- Widen from two lanes to four lanes from Purdy Street to Ramsay Street with turn lanes and signals at intersections, ADA curb ramps, marked crossings, sidewalks, bike lanes, and traffic signal coordination.
- Implement comprehensive traffic management plan to improve traffic flow, including three new traffic signals between I-205 and 158th Avenue, better signalization, message signs, fiber optic interconnection and communication with central computer.
- Reconstruct and widen road to five lanes from the Columbia Slough to the Marine Drive overpass, including bike lanes, sidewalks and vegetated buffer of adjacent trail and natural resource area. The project also signalizes the intersection of the T-6 entrance at Marine Drive to improve safety.
- Expand and/or upgrade transit stations and park-and-ride lots in various locations, including the River District, St. Johns, Lents, Hollywood, Parkrose, Hillsdale and Barbur transit centers.
- Boulevard retrofit of street from 15th Avenue to 24th Avenue including wider sidewalks, curb extensions, safer crossings, street trees and traffic signals.

### Project status

For new projects or programs, select one of the following from the drop-down list:

- **2023 New & Committed** - Indicates a new project that was NOT identified on the 2018 RTP Project list for which the agency has been awarded funding not to be fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
  - Any project or project phases that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023 should be included in your 2023-2030 Constrained project list.
  - Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond should be included in your Constrained project list in the appropriate time period.

Examples of committed or awarded funding include:

- formally declared local funding (via Council action), or

- awarded state or federal funding, such as through the federal discretionary programs (e.g., IIJA), ODOT STIP Enhance funding, or the 2025-27 RFFA process; or
- local committed funding (MSTIP, SDCs, etc.)
- **2023 New, Not Committed** - Indicates a new, unfunded project that was NOT identified on the 2018 RTP Project list.

#### ADD TEXT ON HOW TO SEND AN EMAIL ALERT VIA HUB

**Next**, click the orange “Add a project” button in the bottom left corner.

- Your project will be added to the list of projects.
- Find the newly create project in the list of projects and complete all of the required information as directed in the next section.
- Repeat these steps for each new project or program.

## Updating project information in the Hub

For projects included in the 2018 RTP, some data has been pre-populated in the HUB for convenience (e.g., previously provided information, escalated costs in 2023 \$). For these existing projects, much of the information will already be available, but some information will need to be updated or added related to new questions. Information to be confirmed for existing projects and collected for new projects that will be used to organize, summarize; conduct system, equity, climate and environmental analysis; and assess outcomes of the projects includes:

- agency information
- general project information
- summary of public engagement
- estimated project cost in 2023 dollars
- time-period for completion
- project type and investment category
- modeling assumptions
- spatial data.



**Please review and confirm all fields for all projects** – new and previously included in the 2014 or 2018 RTP – to ensure that all information is correct and up-to-date. Some questions have been added to the Hub and will be blank for all projects and some questions have changed, meaning that the prior Hub information may need to be revised. In this document these questions are indicated by an “\*”.

**First**, click on the “2018 RTP Project List” drop down menu.



All 2018 RTP projects and any newly added projects (through the process described in the previous section) will be listed in alphabetical order., typically by jurisdiction. Use the “Filter” on the left to sort projects in different ways. Click on the project or program you would like review, change or add information for.

My RTP Project Dashboard

SHARES ▼ PROJECTS IN WHICH: STATUS (SELECT ONLY ONE) = 2014 COMMITTED / 2014 NOT COMMITTED / 2018 COMMITTED / 2018 NOT COMMITTED, GROUPED BY NOMINATING AGENCY (SELECT ONLY ONE)

2018 RTP Project List (adopted Dec. 6, 2018; amended 04/26/2022)

Group by: Nominating Agency (select only one) ▾

Post form / Batch update / Browse

★ Feature

Filter by Update >

Project info updated?

Any ▾

Status (select only one)

4 selected ▾

Nominating Agency (select only one)

Metro ▾

Agency Partner(s)

Any ▾

Primary Owner (select only one)

METRO (21)

|                                                                                                                          |                                                                                                           |                                                                                                                                |                                                                                                                |                                                                                                                      |                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Additional<br>Corridor<br>Investment Areas<br>Activities for<br>2028-2040<br>11965<br>Updated Apr 10, 2019 at<br>9:38 AM | Additional<br>Regional MPO<br>Activities for<br>2028-2040<br>11968<br>Updated Apr 29, 2018 at<br>12:33 PM | Additional<br>Regional Safe<br>Routes to School<br>Activities for<br>2028-2040<br>12023<br>Updated Apr 29, 2018 at<br>12:39 PM | Additional<br>Regional TOD<br>Investments for<br>2028-2040<br>11979<br>Updated Apr 29, 2018 at<br>1:00 PM      | Additional<br>Regional Travel<br>Options Activities<br>for 2028-2040<br>12011<br>Updated Apr 29, 2018 at<br>12:35 PM | Additional<br>Regional TSMO<br>Corridors Priority<br>Investments for<br>2028-2040<br>12025<br>Updated Apr 29, 2018 at<br>12:35 PM |
| Corridor<br>Investment Areas<br>Activities for<br>2028-2040<br>11964<br>Updated Apr 29, 2018 at<br>12:37 PM              | Regional MPO<br>Activities for<br>2018-2027<br>11103<br>Updated Apr 29, 2018 at<br>12:37 PM               | Regional MPO<br>Activities for<br>2028-2040<br>11745<br>Updated Apr 29, 2018 at<br>12:38 PM                                    | Regional Safe<br>Routes to School<br>Program for 2018-<br>2027<br>12021<br>Updated Apr 29, 2018 at<br>12:39 PM | Regional Safe<br>Routes to School<br>Program for 2028-<br>2040<br>12022<br>Updated Apr 29, 2018 at<br>12:40 PM       | Regional TOD<br>Investments for<br>2018-2027<br>10855<br>Updated Apr 29, 2018 at<br>12:40 PM                                      |

At the top you will find the **project name** and **RTP ID**.



**DO NOT CHANGE THE RTP ID FIELD.** The RTP ID is a unique 6-digit code that is assigned by Metro to track projects in the Regional Transportation Plan. This is pre-populated for projects and programs that were included in the 2018 RTP, while new projects will automatically be assigned a unique 6-digit code.

**Metro TEST Project**

RTP ID: 12345

PROGRESS SNAPSHOT

MODELING FORMS

## Part 1: Adding or Changing Project Details

To add or change project or program detail information, navigate to the “Tasks” tab.

The screenshot shows a web application interface with two tabs: 'TASKS' (active) and 'PROGRESS SNAP'. Under 'TASKS', there are two checkboxes: 'My tasks' and '2023 RTP Project Solicitation', both of which are checked. Below this is a 'PROJECT DETAILS' section with a scrollable list of project information. Each item in the list has a checked checkbox, a text field, and a menu icon (three horizontal lines). The items are:

- What is the status of the project? [2023 New, Not Committed]
- Nominating Agency [Metro]
- Agency Partner(s) [All Jurisdictions]
- Primary Owner [To be determined]
- Does this project have a start and end location? [Yes]

At the bottom of the 'PROJECT DETAILS' section, there is an unchecked checkbox for 'Project Start Location' with a red link 'Click to edit' below it. To the right of this checkbox are three icons: a lightbulb, a pencil, and a link.

### Project Name

Text to be added

### Description

Text to be added

### What is the status of the project?

For projects and programs included in the 2018 RTP, the project status has been updated already



**Do not change the status** for projects or programs included in the 2018 RTP unless you are putting the project **on hold** (i.e. not including it in the 2023 RTP)

- ! For new projects or programs, you will have identified the status when adding the project or program. For those new projects and programs confirm that the status is either 2023 New & Committed or 2023 New, Not Committed.
- ! If there are any projects or programs in either the 2018 or 2014 RTP that you will **not** be including in the 2023 RTP, and that are not marked as 2018 Completed or 2014 Completed or 2018 On Hold or 2014 On Hold, update the status to 2018 On Hold or 2014 On Hold. If you do not update the status they will be inadvertently included in the 2023 RTP.
- ! For all other projects in the 2018 and 2014 RTPs, **Do not change the status.**



### What does your pre-populated 2018 RTP project or program status mean?

- 2018 Completed - Indicates a project for which the construction/program implementation phase has been completed and the facility or program is open for use or no further obligations or federal actions are required after Oct. 1, 2023.
- 2018 On Hold - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, doesn't fit within RTP cost targets or is no longer a priority, and, therefore, is not currently recommended for inclusion in the draft 2023 RTP project list.
- 2018 Committed - Indicates a project that was identified on the 2018 RTP Project list, for which the agency has been awarded funding that was not fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
  1. Any project or project phase(s) that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023 should be included in your 2023-2030 Constrained project list.
  2. Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond should be included in your Constrained project list in the appropriate time period.

Examples of committed or awarded funding include:

- formally declared local funding (via Council action), or
  - awarded state or federal funding, such as through the federal discretionary programs (e.g., TIGER, FASTLANE), ODOT STIP Enhance funding, the 2025-27 RFFA process; or local committed funding (MSTIpe, SDCs, etc.)
- 2018 Not Committed - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, and is recommended for inclusion in the draft 2023 RTP project list.
- 2018 Delete - Indicates a project identified on the 2018 list which is no longer being considered for construction/implementation at any point in the future. Selecting this option removes the project from the database.

## Nominating Agency

The nominating agency is the public agency that is submitting the project or program to the 2023 RTP for consideration. TMAs submit projects in coordination with a transportation agency. Nominating agencies are responsible for updating and submitting required project information to Metro via the online RTP Project Hub, including new or updated geoshapefile information and the public engagement and non-discrimination certification and documentation. In those cases when the nominating agency is different from the facility owner, the nominating agency will be responsible for updating and submitting required project information in coordination with the facility owner as needed to ensure accurate information is provided. It does not indicate financial commitment to the project.

Select the appropriate nominating agency from the drop-down list

- ODOT
- Metro
- Clackamas County
- Multnomah County
- Washington County
- TriMet
- Portland Streetcar, Inc.
- SMART
- Port of Portland
- Beaverton
- Cornelius
- Durham
- Fairview
- Forest Grove
- Gladstone
- Gresham
- Happy Valley
- Hillsboro
- Johnson City
- King City
- Lake Oswego
- Milwaukie
- Oregon City
- Portland
- Rivergrove
- Sherwood
- Tigard
- Troutdale
- Tualatin
- West Linn
- Wilsonville

- Wood Village
- Tualatin Hills Park & Recreation District
- North Clackamas Parks & Recreation District
- Go Lloyd TMA
- Westside Transportation Alliance TMA

### Agency Partner(s)

The public agencies that will help implement the project through planning, project development and/or construction. Agencies are encouraged to coordinate when proposing projects. Partners may also contribute funding to help implement the project.

*Select all agency partners from the list or “N/A” if not applicable.*

- All eligible nominating agencies listed above.
- Railroad operators (e.g., Union Pacific, Burlington Northern Santa Fe, Portland & Western) are eligible as part of a joint project with a local government, Metro, ODOT or transit provider (in coordination with transportation agencies and county coordinating committees).

### Primary Owner

A primary owner is the public agency with primary ownership of the project facility. While some projects will have more than one facility owner involved, agencies should identify the primary owner. Primary facility owners may be any of the nominating agencies or agency partners listed above.

*Select the primary owner from the drop-down list.*

### Does this project have a start and end location?

Answer “**yes**” for a linear or area project such as “Hall Blvd: Locust to Durham Bikeways” that will have a clear start and end point. Answer “**no**” for programs that do not have a physical location or do not yet have a specific physical location identified “Transit Signal Priority Improvements (Portland).”

*Click to edit to enter the start and end location of the project in each of the appropriate text boxes.*

- **Project Start/End Location** – For projects answering “**yes**”, identify the project extent from North to South and/or from West to East. These must be consistent with the project name.
  - Start location – the beginning of the project limit or location of a spot improvement
  - End location – the end of the project limit

### Time Period

The 2023 RTP is for **the Dec. 1, 2023 to** Sept. 30, 2045 time period. Consistent with the adopted RTP work plan, the investment strategy includes two horizon years:

*Select the time period from the drop-down list.*

- 2023-2030 to identify near-term priorities to meet the most immediate needs
- 2031-2045 to identify longer-term priorities to meet other regional needs

Indicate which of the two time periods (2023-2030 or 2031-2045 to match the revenue forecast years) the project is expected or recommended for construction/implementation. If “2023-2030” is selected, you must answer yes to the question “is the project on the financial constrained list”.

### Is the project on the financially constrained list?

The investment strategy also organizes projects based on the financially constrained revenue forecast and policy priorities of the RTP.

*Select the Yes or No from the drop-down list.*

- Constrained priority projects (both 2023-2030 and 2031-2045) fit within the RTP financial forecast cost target (i.e., “RTP budget”). For projects to be eligible to receive federal and state funding, they must be on this list.
  - Select “**yes**” if your project or program is on the list for which funding has been committed or is recommended to be implemented with funding the region currently expects to have available..
- Additional strategic priority projects (2031-2045) the region should work together to develop funding for and construct.
  - Select “**no**” if your project or program is on the list for which funding is not currently anticipated.

### Estimated Cost (in 2023 Dollars)

Review and update if appropriate costs for existing projects and programs and add costs for new projects or programs.

*Click to review, confirm, change, or add estimated cost.*

- Costs should be in 2023 dollars. Costs for projects included in the 2018 RTP have been updated to 2023 dollars by inflating the previous 2016 costs by 40% based on transportation industry cost data.
  - Review and confirm the cost estimate is appropriate for the project.
  - If the project definition has changed due to project development activities or other reasons and a refined cost estimate is more appropriate, please provide a modified cost (in 2023 dollars). Upload a document providing a short explanation of the reason for the modified cost estimate under the “Files” tab of the Hub.
- Project costs must be \$2 million or more.

- Project costs must account for all elements that could impact the cost of the project. For projects included in the 2018 RTP, consider whether there are changes to the scope or other details not previously accounted for that would influence the overall cost beyond inflation escalation, such as:
  - Costs associated with right of way, utilities and stormwater.
  - Intelligent Transportation Systems, System or Demand Management elements.
  - All phases of the project (if not separated out into separate projects) including planning, preliminary engineering, right of way acquisition, utilities, construction.
  - For projects expected to use federal funds:
    - Project management to address federal aid process requirements. Non-certified agencies will need have the project budget provide reimbursement to their project delivery agency (ODOT or another certified agency). Certified agencies can incorporate these costs into other project cost elements but should indicate how they have done so.
    - NEPA process costs and project mitigation design elements
    - Meeting federal ROW procedural and cost requirements beyond local agency process
    - Construction engineering/traffic management requirements beyond local agency process
- Round project costs to the nearest \$100,000.
- For projects with an anticipated completion date in 2030 or sooner, nominating agencies must provide documentation of cost estimation.
  - Nominating agencies may use Metro's **cost estimate worksheet** or use a comparable cost estimate methodology to update project costs for all capital projects.
  - Add the completed Metro or other worksheet to the "Files" tab of the Project Hub, with the following naming protocol: RTP-ID#\_cost-estimate-worksheet.

#### **\*Estimated (Cost in year of expenditure dollars)**

Federal rules require project costs to be provided for in year-of-expenditure (YOE) dollars to account for the impacts of inflation. ODOT and statewide MPO staff have forecasted a 3.3% annual inflation rate for transportation projects for the purposes of long-range planning forecasts based on recent historical data.

*Click to add estimated cost in YOE.*

- For projects identified for implementation in the 2023-2030 timeframe please multiply the 2023 cost estimate by 1.138 to reflect a cost inflated to a 2027, the mid-year of this timeframe. For projects identified for implementation in the 2031-2045 timeframe multiply the 2023 cost by 1.627 to reflect a cost inflated to a 2038, the mid-year of this timeframe. This reflects an approach that generally assumes projects are implemented evenly over the planning period and shares the inflationary costs equally among projects in each of the two time periods for project analysis.
- If choosing a different cost methodology more appropriate to the project or program year of expenditure costs, provide the year-of-expenditure cost estimate to this

question and upload a short explanation of the cost method to the “Files” tab of the Project Hub.

- Round project costs to the nearest \$100,000.

#### **\*How much funding is already committed to the project?**

A revenue forecast of funds expected to be available for project costs during the planning period, accounting for new revenues from 2024 through 2045. The project costs submitted for the RTP need to reflect the total cost of the project or program, including those already committed.

*Click to add amount of funding committed to the project; if none, enter ‘none’.*

- If a project or program is submitted that has funding already committed to it from prior to fiscal year 2024, identify that revenue amount so that it can be added to funding available for the project.
- Metro staff will coordinate with agencies whose projects have received funding awards from regional, state or federal sources within the planning period, such as the 2025-27 Regional Flexible Funds Allocation.

#### **\*Have you accounted for all elements that could impact the cost estimate of the project?**

Project costs must account for all elements that impact the cost. (e.g., preliminary design, final design and engineering, right-of-way acquisition).

*Select the Yes or No from the drop-down list.*

- If you have included all of the expected project cost elements into your cost estimate, select “**yes**”.
- If you have not yet included all of the expected project cost elements, select “**no**” and upload a document providing a short explanation under the “Files” tab of the Hub.

#### **List RTP ID Numbers (if known) or other related project phases**

List the ID# of other projects submitted to the 2023 RTP (including any already included in the 2018 RTP) that represent other phases of the project (e.g, RTP #11398, RTP #51345). Projects that cost more than \$25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments.

*Click to add ID numbers of related projects*

### \*Project features and design elements

Identify all features relevant to the project design. Any features or design elements that change roadway capacity or add bicycle infrastructure should be reflected in the modeling assumptions form (see part 4 below).

Select all that apply from the drop-down list.

**[NOTE: DRAFT LIST AND DEFINITIONS; MINOR UPDATES WILL BE ADDED FOR CONSISTENCY WITH MTIP]**

| Feature/Element                                 | Definition                                                                                                                                                                                                                                          |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Pedestrian Features and Elements</b>         |                                                                                                                                                                                                                                                     |
| Buffer treatment and benches                    |                                                                                                                                                                                                                                                     |
| Lighting intersections & marked crossings       | Includes marked crossings, median refuges, Ped head start signal timing, RRFBs, pedestrian lighting of crossing area, etc.                                                                                                                          |
| Overpass or underpass                           | Physically separated crossing of a highway or throughway                                                                                                                                                                                            |
| Priority inter. treatments/raised median island |                                                                                                                                                                                                                                                     |
| Pedestrian signal or beacon                     |                                                                                                                                                                                                                                                     |
| Sidewalk infill                                 | Adding sidewalk to fill a gap                                                                                                                                                                                                                       |
| Universal access and ADA compliance             | Adds new or upgrades facilities consistent with the American With Disabilities Act requirements                                                                                                                                                     |
| Sidewalk reconstruction/improvements            | Includes curb cuts, sidewalk widening, etc.                                                                                                                                                                                                         |
| <b>Bicycle Features and Elements</b>            |                                                                                                                                                                                                                                                     |
| Bicycle boulevards                              | On-street shared lane elements, sharrows, signage. May also include safety elements such as median island, signal modifications, lighting, etc., where crossing high volume streets.                                                                |
| Bicycle parking                                 | All types – staples, corrals, at transit stations                                                                                                                                                                                                   |
| On-street bikeway or bike lane                  | Conventional striped bike lane without physical separation or buffered striping                                                                                                                                                                     |
| Overpass or underpass                           | Physically separated crossing of a highway or throughway                                                                                                                                                                                            |
| Priority treatments at intersect & crossings    | Can include green paint, signal priority, protected intersection designs                                                                                                                                                                            |
| Buffered bikeways                               | Bikeways with painted buffer                                                                                                                                                                                                                        |
| Protected bikeways/cycletracks                  | Projects that include physical barriers and/or grade separation from motor vehicle lanes. Should we break out these features or is a different definition more appropriate? E.g., do plastic wands in a striped buffer area constitute "Protected"? |
| Restriping/Maintenance                          | Maintaining existing bikeway facilities                                                                                                                                                                                                             |
| <b>Trail Features and Elements</b>              |                                                                                                                                                                                                                                                     |
| New trail/multi-use path or extension           | Include if the project is a trail/path or if there is a complementary off-street element of a primarily on-street facility project.                                                                                                                 |
| Treatments (pull-outs, seating, wayfinding)     | Include for both on-street facilities, and off-street trails                                                                                                                                                                                        |
| High visibility trail street crossings          |                                                                                                                                                                                                                                                     |
| <b>Transit Features and Elements</b>            |                                                                                                                                                                                                                                                     |
| New rail infrastructure/connection              | <ul style="list-style-type: none"> <li>Construction or renovation of power, signal, and communications systems.</li> </ul>                                                                                                                          |
| New rapid bus infrastructure/connection         |                                                                                                                                                                                                                                                     |
| New bus line/connection                         |                                                                                                                                                                                                                                                     |



|                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| New vehicles                                     | <ul style="list-style-type: none"> <li>• Vehicles - service expansion</li> <li>• Vehicles – replacement</li> <li>• Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.</li> <li>• Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).</li> <li>• Purchase of support vehicles.</li> </ul>                                                                                                                                                                                                                                     |
| Transit center, stop or station                  | <p>Stop features such as shelters, pads, lighting, real-time arrival information, etc.</p> <ul style="list-style-type: none"> <li>• Construction of small passenger shelters and information kiosks.</li> <li>•</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                        |
| Park and rides                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Enhanced transit corridor investment             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Other priority/enhanced transit toolbox designs  | Transit technology and ITS projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| New service                                      | <ul style="list-style-type: none"> <li>• Special needs transportation services.</li> <li>• Transit service and operations enhancements and related “operating” capital</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Other operations                                 | <ul style="list-style-type: none"> <li>• Safety and security programs.</li> <li>• Purchase of office, shop, and operating equipment for existing facilities.</li> <li>• Operating assistance to transit agencies.</li> <li>• Ongoing operations and related “operating” capital (such as transit vehicle replacements for existing service or maintenance facilities).</li> </ul>                                                                                                                                                                                                                                 |
| Maintenance                                      | <ul style="list-style-type: none"> <li>• Rehabilitation of transit vehicles.</li> <li>• Maintenance facilities, operations center facilities, vehicle storage, etc.</li> <li>• Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.</li> <li>• Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.</li> <li>• Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</li> </ul> |
| <b>Freight Features and Elements</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Signal priority, freight-only lanes, queue jumps | Includes things to accommodate or optimize freight truck operations such as turning radii, height clearances, signal time extension, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Loading zones                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Turning radius designs                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Grade separate freight modes                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Improved rail crossing                           | Can include speed upgrades, widening of turn radius, new safety features, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| New connection                                   | New track or double tracking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Maintenance                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Operations                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Roadway Features and Elements</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| New general purpose lane(s)                      | Include new turn lanes, center turn lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| New auxiliary lane(s)                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Bus lane                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Toll lane                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Removes or separates auxiliary lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                            |
| New road/roadway extension                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                            |
| Reconstruction/realignment                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | For projects that include sub-grade work (more expensive and triggers state bike bill requirements)        |
| Road widening                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                            |
| New bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                            |
| Bridge reconstruction/realignment                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                            |
| Bridge seismic retrofit                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                            |
| Bridge maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                            |
| New interchange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                            |
| Arterial inter. designs, gateway treatments                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| Intersection design changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| Seismic retrofit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Seismic retrofits for small/local bridges and ODOT bridge rehabilitation projects.                         |
| Treatments reduce conflicts among diff. modes                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                            |
| Curb and stormwater drainage                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                            |
| Road diet, removal of general purpose lane, or Adding diverter                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                            |
| Maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| Operations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                            |
| Projects that correct, improve, or eliminate a hazardous location or feature<br>Railroad/highway crossing warning devices.<br>Guardrails, median barriers, crash cushions.<br>Pavement marking, resurfacing and/or rehabilitation.<br>Fencing.<br>Skid treatments.<br>Safety roadside rest areas.<br>Adding medians.<br>Lighting improvements.<br>Emergency truck pullovers.<br>Emergency relief (23 U.S.C. 125)<br>Increasing sight distance.<br>Highway Safety Improvement Program implementation. |                                                                                                            |
| <b>Throughway Features and Elements</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                            |
| New interchange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                            |
| Interchange design changes                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                            |
| New connection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                            |
| Widening                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                            |
| New general purpose lane(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| New auxiliary lane(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                            |
| Bus lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                            |
| Toll lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                            |
| Removes or separates auxiliary lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                            |
| Maintenance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| Operations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                            |
| <b>TDM/TSMO/Other Features and Elements</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                            |
| ITS elements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>Includes ITS systems, real-time data collection and use,</li> </ul> |

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     | communications infrastructure, software purchases, etc. <ul style="list-style-type: none"> <li>• Traffic control devices and operating assistance other than signalization projects.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Access management/demand management | Ride-sharing and van-pooling promotion activities.<br>Other local or ODOT TDM programs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Multimodal Traffic Management       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Traffic Incident Management         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Traveler Information                | Commuter and individualized marketing programs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Other: Program                      | <ul style="list-style-type: none"> <li>• Federal-aid systems revisions.</li> <li>• Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</li> <li>• Noise attenuation.</li> <li>• Emergency or hardship advance land acquisitions (23 CFR 710.503).</li> <li>• Acquisition of scenic easements.</li> <li>• Plantings, landscaping, etc.</li> <li>• Sign removal.</li> <li>• Directional and informational signs.</li> <li>• Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).</li> <li>• Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.</li> </ul> |

### What type of program?

If project does not have a start and end location (answers **no** to “Does this project have a start and end location”) and is not a capital project. Identify the type (e.g., program) and scale (e.g., corridor, citywide, countywide, regionwide, or state) from the drop-down list. Examples include a transportation demand management (TDM) project or transit service operations and related “operating” capital (such as transit vehicle replacements and purchases or maintenance facilities).

*Select the type of program from the drop-down list.*

### Part 2: Adding or Changing Investment Categories

To add or change project or program Investment Category information go to the section with that title in the “Tasks” tab.

ly tasks ☒ 2023 RTP Project Solicitation

**PROJECT DETAILS**

What is the status of the project? *[2023 New, Not Committed]*

Nominating Agency *[Metro]*

Agency Partner(s) *[All Jurisdictions]*

Primary Owner *[To be determined]*

**INVESTMENT CATEGORY**

☒ Is this a safety project or program? *[Yes]*

☒ RTP Investment Category *[Active Transportation - Pedestrian/Bicycle]*

### Is this a safety project or program?

Safety projects and programs are identified by agencies in safety action plans and other plans and studies. Safety projects have the primary purpose of preventing and reducing fatal and serious injury crashes addressing a documented safety problem at a documented high injury or high-risk location (including [Regional High Injury Corridors and Intersections](#)) with one or more proven safety countermeasure(s).

Select the Yes or No from the drop-down list.

Answer “yes” if the following apply:

A safety problem (occurrence and risk of fatal and serious injury crashes) has been identified and documented through an analysis of crash and risk data in safety plans or other plans and studies.

- The project or program addresses the identified safety problem using proven safety countermeasures such as road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips, or programs such as Safe Routes to School, messaging and behavioral programs. More information about these and other proven countermeasures can be found at: <https://safety.fhwa.dot.gov/provencountermeasures> and [www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF\\_Appendix.pdf](http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf).

### RTP Investment Category

RTP Investments categories group projects and programmatic investments by the primary transportation network. If a project or program makes investments in multiple modes, please select the category that describes the most significant portion of the project.

Select the appropriate investment category from the drop-down list.

**[NOTE: DEFINITIONS UNDER DEVELOPMENT FOR CONSISTENCY WITH MTIP]**

| Investment Category                           | Description                                                                                                                                                                                                                                                                       |
|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Active Transportation</b>                  |                                                                                                                                                                                                                                                                                   |
| Pedestrian                                    | Capital projects primarily addressing pedestrian or people with disabilities needs. Sidewalks, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking                                                                   |
| Bicycle                                       | Capital projects primarily addressing bicyclist needs. Protected and/or separated bike lanes, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking                                                                    |
| Pedestrian/Bicycle                            | Capital projects addressing both pedestrian and bicyclist needs. Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.                                                                                            |
| <b>Roadways</b>                               |                                                                                                                                                                                                                                                                                   |
| Freight                                       | Capital projects primarily addressing freight access needs. Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades                                                                                              |
| Roadways                                      | Capital projects primarily addressing motor vehicle travel needs. New arterial and collector street connections, strategic widening, highway overcrossings, etc. Check design elements for pedestrian, transit and bicycle elements.                                              |
| Bridges                                       | Capital project primarily addressing motor vehicle travel needs. Check design elements for pedestrian, transit and bicycle elements.                                                                                                                                              |
| Roadway Operations                            |                                                                                                                                                                                                                                                                                   |
| Bridge Operations                             |                                                                                                                                                                                                                                                                                   |
| Roadway Maintenance and Preservation          | Pavement resurfacing, preventive maintenance, preservation and rehabilitation                                                                                                                                                                                                     |
| Bridge Maintenance and Preservation           | Bridge pavement resurfacing, preventive maintenance, preservation and rehabilitation                                                                                                                                                                                              |
| Throughways                                   | Interchange fixes, strategic widening, auxiliary lane additions                                                                                                                                                                                                                   |
| <b>Transit</b>                                |                                                                                                                                                                                                                                                                                   |
| High Capacity                                 | New LRT, bus rapid transit, streetcar, commuter rail facilities                                                                                                                                                                                                                   |
| Better Bus                                    |                                                                                                                                                                                                                                                                                   |
| Capital - Other                               | Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, et.<br>Stop features such as shelters, pads, lighting, real-time arrival information, etc.<br>Maintenance facilities, operations center facilities, vehicle storage, etc. |
| Operating Capital                             | Features that make vehicle operations more efficient or reliable such as transit signal priority, que-jump lanes, etc.                                                                                                                                                            |
| Service and Operations                        | Funding that supports service operations costs                                                                                                                                                                                                                                    |
| Maintenance                                   | Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair                                                                                                                                                                  |
| Transit-oriented Development                  | Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit                                                                                                                 |
| <b>Other</b>                                  |                                                                                                                                                                                                                                                                                   |
| Transportation System Management (Technology) | Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.                                                                                                                                                                       |
| Transportation Demand Management              | Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing,                                                                                                                              |

|                     |                     |
|---------------------|---------------------|
|                     | telecommuting, etc. |
| Pricing Programs    |                     |
| Regional Activities |                     |

## Part 2: Indicating Modeling Status and Adding or Changing Modeling Assumptions

To add or change project or program modeling assumptions look column called “Modeling Forms” under the “Tasks” tab.

### Is this project new or have the modeling details been updated?

New capital motor vehicle, freight, transit, and bicycle projects, OR projects included in the 2014 or 2018 RTP that have changed must provide modeling assumptions.

*Select the Yes or No from the drop-down list.*

If you are adding a new project, OR for projects included in the 2018 RTP that have changed, answer “**yes**”. If not, select “**no**”.

If you answer yes to this question, fill out a form of the project’s modeling details under the “Forms” tab from the project menu bar.

### \*Does the project add a lane of any type?

The purpose of this question is to identify projects that add motor vehicle capacity to the regional transportation system which must be included in the regional travel model.

*Select the Yes or No from the drop-down list.*

Consistent with 660-012-0830, answer “**yes**” to this question for any project exceeding \$5 million in cost and including: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

If you answer yes to this question, fill out a form of the project’s modeling details under the “Forms” tab.

### Roadway capacity modeling details

Describe the modeling details ([see roadway modeling worksheet example here](#)):

- Indicate the number of NB, WB, SB, EB through lanes, auxiliary lanes, turn lanes, posted speed and traffic signals before and after the project;
- Describe the auxiliary lane extent and configuration that should be assumed in the traffic model;
- Describe the interchange configuration to be assumed in travel model;
- Describe the type of turn lane(s) (i.e. a right turn, double left turn, continuous left turn);
- Describe the turn lane restrictions that should be assumed in the traffic model; and
- List the locations of all existing & anticipated traffic signals.

The screenshot shows a web application interface for modeling forms. At the top, there are three tabs: 'TASKS' (with a checkmark icon), 'PROGRESS SNAPSHOT' (with a flag icon), and 'MODELING FORMS' (with a document icon). The 'MODELING FORMS' tab is active. On the left side, there are two sidebar options: 'Bike infrastructure modeling details' and 'Roadway capacity modeling details'. The main content area is titled 'Save' and contains a list of four items: '+ NB', '+ WB', '+ SB', and '+ EB'. Below this list is a text input field with the placeholder text 'Describe auxiliary lane extent and configuration that should be assumed in the traffic model'.

Also provide a link to any supporting modeling diagrams, engineering drawings, maps or other relevant information (see bike modeling worksheet example here). Maps and drawings should identify street names at project start and end locations and other important intersections.

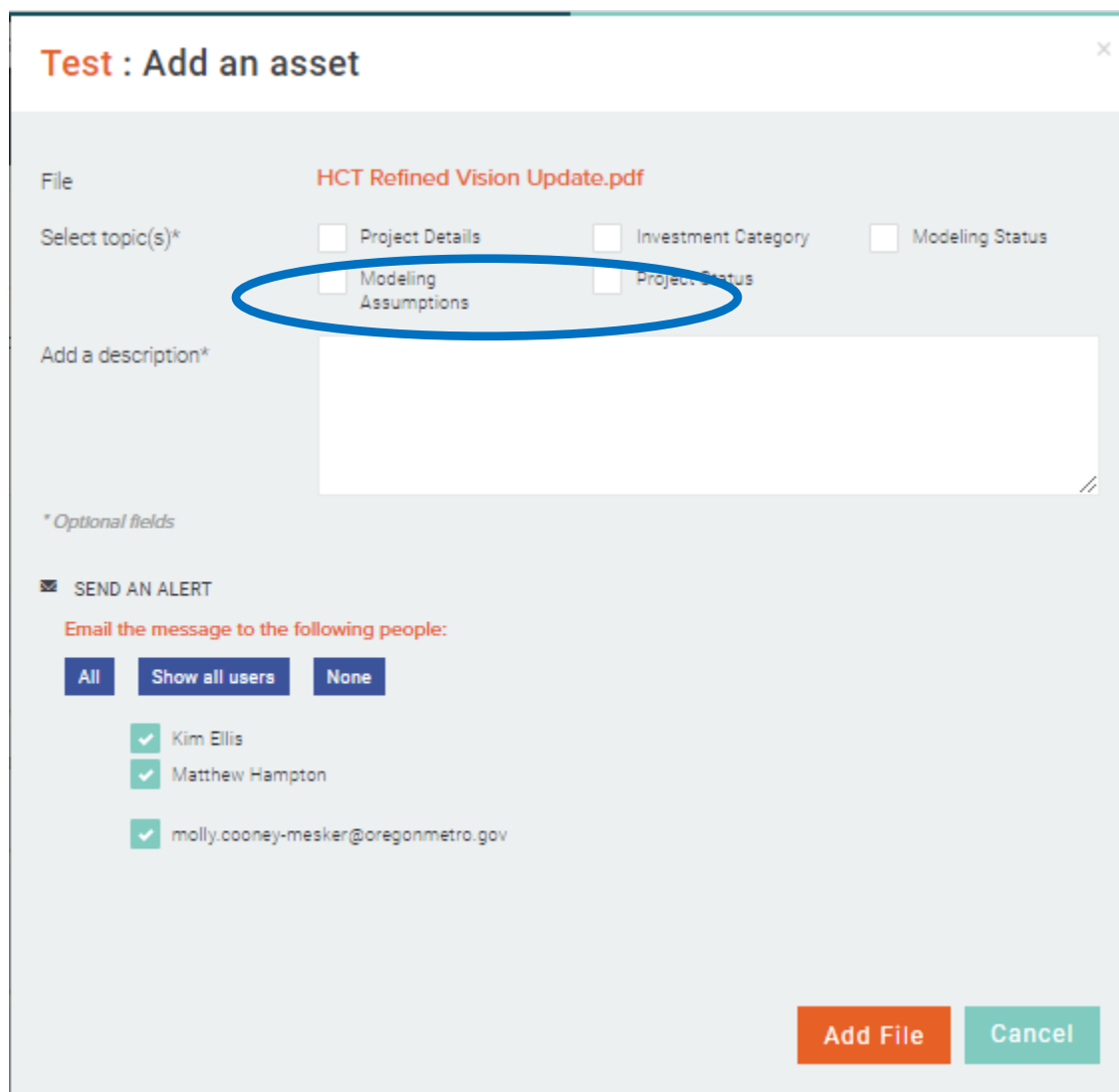
- ! The RTP ID, project description, and project start and end location will populate automatically once you save.

*Check “yes” this form has been completed and click “save” at the bottom of the form.*

To upload any files to support the information provided:

- **Click** on the “Files” tab (second from the right) on the project menu bar.
- **Click** “Upload File” in the top right corner to find the correct file to upload.
- **Select** “Modeling Assumptions” from the checklist and add a short description of what you are uploading (e.g., engineering drawing).
- **Click** “Add File” in the bottom right to submit.





**Test : Add an asset**

File **HCT Refined Vision Update.pdf**

Select topic(s)\*

☐ Project Details ☐ Investment Category ☐ Modeling Status

☐ Modeling Assumptions ☐ Project Status

Add a description\*

\* Optional fields

☒ SEND AN ALERT

Email the message to the following people:

**All** **Show all users** **None**

☒ Kim Ellis

☒ Matthew Hampton

☒ molly.cooney-mesker@oregonmetro.gov

**Add File** **Cancel**

### Does the project add bicycle infrastructure?

Bicycle infrastructure additions that must be included in the regional bike model include: adding a cycletrack, buffered or protected bike lanes, on-street bike lanes, bike boulevard, and off-street trail/multi-use path. If the project adds any of these types of bicycle infrastructure, answer **“yes”** to this question.

**If you answer yes to this question**, click on bike infrastructure modeling details or go to the “Modeling Forms” tab to fill out a form of the project’s bicycle modeling details.

Describe the bike infrastructure modeling details, whether the surface is paved or not, the type of bike facility, and provide a link to any supporting modeling diagrams, engineering drawings, maps or other relevant information ([see bike modeling worksheet example here](#)). Maps and drawings should identify street names at project start and end locations and other important intersections.

- ! Don't worry about filling out the RTP ID, project description, or project start and end location- these are linked in the hub and will populate automatically once you save. Check "yes" this form has been completed and click "save" at the bottom of the form.

To upload any files to support the information provided:

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload File" in the top right corner to find the correct file to upload.
- **Select** "modeling assumptions" from the checklist and add a short description of what you are uploading (e.g., engineering drawing).
- Click "Add File" in the bottom right to submit.



**Note that many projects will both change roadway capacity and add bicycle infrastructure. For those projects, complete both modeling assumption sections. If only one of the two is applicable, you need only to submit modeling assumptions for the appropriate section.**

### Part 3: Adding or Changing Project Status

To add or change project or program status information look to the last column still in the “Tasks” tab.

#### \*What plan or study identified the need for this project?

To be eligible for consideration for inclusion in the 2023 RTP, a project or program must come from adopted or approved plans, strategies or studies developed through a public planning process with public engagement and opportunities for public comment that identified the project to address a transportation need on the regional system. Indicate which type of adopted plan or strategy identified the need for the project or program.



**Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity you must fill out Congestion Management Process Documentation. Fill out the form and upload it to the “Files” tab.**

*Select the appropriate document from the list below or choose "This project has not been identified in a plan or study."*

- Transportation System Plan
- Concept Plan
- Freight Plan
- Area Plan
- Corridor Refinement Plan
- Transit Plan
- Service Enhancement Plan
- Safe Routes to School Plan
- Safety Plan
- Active Transportation Plan
- Transportation Demand Management (TDM) Plan
- Transportation System Management and Operations (TSMO) Plan

#### \*Was the public involved in the process prioritizing this project?

Many transportation system plans, subarea plans, topical (e.g. safety) plans, modal (e.g. freight) plans, or transit service plans include a larger list of projects that is prioritized for funding and timing based on community need. Typically, the public is engaged in a process to provide input shaping how the broader list is prioritized with specific outreach to communities of color, people with low-income and people who don't speak English well. Documentation of public involvement certifying that appropriate public involvement efforts were made or will be made and documented in the **Public engagement and non-discrimination certification and documentation form.**

*Select the Yes or No from the drop-down list.*

If the project or program went through a process where the public was engaged in its prioritization, answer “yes” to this question. If not, answer “no”.

### Please upload the project or program geospatial file (zipped GIS file)

**[NOTE: THIS SECTION WILL BE UPDATED]** All location-specific projects should submit a GIS geoshapefile shapefile. Having accurate geospatial information for transportation investments is vital to inform the visualization, mapping, analysis and communication of transportation investments in the RTP. Digitized geographic information will support geospatial analyses that will measure how investments are supporting the vision and goals for the transportation system (e.g., overlapping with 2040 Growth areas, high injury corridors, Equity Focus Areas and other spatial data). GIS data will also be published in Metro public communication materials.

- Base data we have from the adopted 2018 RTP is provided within the 2023 RTP Resource Guide to help project sponsors review existing project extents. The base data reflects all projects in the 2018 RTP project list. Project sponsors are asked to review the existing digitized extent of each project.
- If the digitized extent of the project has changed, project sponsors should either provide edited GIS files as a geodatabase or an updated shapefile (if edits are needed) through the RTP Project Hub website. Answer “**yes**” to the question “has the GIS information for this project changed” to indicate where geospatial information has changed for the project since submission for the 2018 RTP and to be prompted to upload files.
- Note that area-wide projects, including programmatic investments must identify the program/project boundary (e.g. city boundary for a sidewalk program, MPO boundary for a regional program).

Nominating agencies do not need to submit GIS files for projects in the 2018 RTP project list unless a revision is needed – refer to the current data by its RTP ID number and project name and attach the (zipped) file to the RTP Project Hub website. Answer “**no**” to the question “has the GIS information for this project changed” to indicate where geospatial information has not changed for the project since submission for the 2018 RTP.

If you answered yes:

- **Click** on the “Files” tab (second from the right) on the project menu bar.
- **Click** “upload file” in the top right corner to find the correct file to upload.
- **Select** “Project Status” from the checklist and add a short description of what you are uploading. Use the naming protocol “RTP-ID#-Geoshapefile”
- **Click** “Add File” in the bottom right to submit.

**Test : Add an asset**

File

HCT Refined Vision Update.pdf

Select topic(s)\*

☐ Project Details

☐ Investment Category

☐ Modeling Status

☐ Modeling Assumptions

☐ Project Status

Add a description\*

\* Optional fields

☒ SEND AN ALERT

Email the message to the following people:

All

Show all users

None

☒ Kim Ellis

☒ Matthew Hampton

☒ molly.cooney-mesker@oregonmetro.gov

Add File

Cancel

**GIS Data Submission Guidance:** The geodatabase and shapefiles contain Metro’s most recent RLIS street centerlines and all the projects included in the 2018 RTP project list. The geodata can be viewed in the **RTP Map Tool** and downloaded from the following ftp site: <ftp://ftp.oregonmetro.gov/dist/tran/RTP/>

Nominating agencies must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

- **For existing projects**, project sponsors can zoom into the general areas of the project and use the “identify tool” to find the existing project and verify the spatial extent or make any necessary extent or shape adjustments. Select and export the updated feature.
- **For new projects**, project sponsors will need to digitize the project extent.

**A. Linear Projects:** Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

**B. Point projects:** Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

**C. Area projects:** Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these instances, submit a polygon of the project or program extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and upload the polygon feature titled with the RTP ID number and project name.

If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

Questions can be directed to Matthew Hampton at [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)

**\*Have additional files? If yes, please upload in the files tab**

**TEXT TO BE ADDED**

**Have you answered all of the questions? If yes, is the project information updated and ready to review?**

To track progress toward task completion for a given project or program, click the “Progress Snapshot” tab on the right of the project menu bar. Each letter stands for sub-tasks under the Tasks tab, for example P= Project Details and tells you how much of that status has been completed.

## Staff and Data Resources

Metro staff can also provide topical project and program-related technical support as needed during the process.

|                                                                                       |                                                                                                                     |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| <b>2023 RTP Update Process</b>                                                        | Kim Ellis<br><a href="mailto:kim.ellis@oregonmetro.gov">kim.ellis@oregonmetro.gov</a>                               |
| <b>Public engagement</b>                                                              | Molly Cooney-Mesker<br><a href="mailto:molly.cooney-mesker@oregonmetro.gov">molly.cooney-mesker@oregonmetro.gov</a> |
| <b>Title VI non-discrimination documentation</b>                                      | Cliff Higgins<br><a href="mailto:clifford.higgins@oregonmetro.gov">clifford.higgins@oregonmetro.gov</a>             |
| <b>RTP finance and agency revenues</b>                                                | Ken Lobeck<br><a href="mailto:ken.lobeck@oregonmetro.gov">ken.lobeck@oregonmetro.gov</a>                            |
| <b>Safety projects</b>                                                                | Lake McTighe<br><a href="mailto:lake.mctighe@oregonmetro.gov">lake.mctighe@oregonmetro.gov</a>                      |
| <b>Pedestrian, bicycle and trail projects and Regional Active Transportation Plan</b> | John Mermin<br><a href="mailto:john.mermin@oregonmetro.gov">john.mermin@oregonmetro.gov</a>                         |
| <b>Freight projects and Regional Freight Strategy</b>                                 | Tim Collins<br><a href="mailto:tim.collins@oregonmetro.gov">tim.collins@oregonmetro.gov</a>                         |
| <b>Mobility corridors, road and bridge capacity or reconstruction projects</b>        | Tim Collins<br><a href="mailto:tim.collins@oregonmetro.gov">tim.collins@oregonmetro.gov</a>                         |
| <b>Demand management projects and programs</b>                                        | Dan Kaempff<br><a href="mailto:daniel.kaempff@oregonmetro.gov">daniel.kaempff@oregonmetro.gov</a>                   |
| <b>System management and operations projects and programs</b>                         | Caleb Winter<br><a href="mailto:caleb.winter@oregonmetro.gov">caleb.winter@oregonmetro.gov</a>                      |
| <b>Transit projects, Regional Transit Strategy and High Capacity Transit Strategy</b> | Ally Holmqvist<br><a href="mailto:ally.holmqvist@oregonmetro.gov">ally.holmqvist@oregonmetro.gov</a>                |
| <b>Cost estimate methodology</b>                                                      | Ted Leybold<br><a href="mailto:ted.leybold@oregonmetro.gov">ted.leybold@oregonmetro.gov</a>                         |
| <b>Travel demand model assumptions (including motor vehicle, transit and bicycle)</b> | Thaya Patton<br><a href="mailto:thaya.patton@oregonmetro.gov">thaya.patton@oregonmetro.gov</a>                      |
| <b>Geographic information system data</b>                                             | Matthew Hampton<br><a href="mailto:matthew.hampton@oregonmetro.gov">matthew.hampton@oregonmetro.gov</a>             |
| <b>RTP project list or on-line project hub</b>                                        | Ally Holmqvist<br><a href="mailto:ally.holmqvist@oregonmetro.gov">ally.holmqvist@oregonmetro.gov</a>                |

### Who should I contact to coordinate updating the project list?

Nominating agencies coordinate with other agencies and Metro staff liaisons to submit project list endorsements. Confirm coordinating committee meeting dates, times and locations with the appropriate agency contact below.



| Agency                                                             | Agency contact                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Metro</b>                                                       | <p>Ally Holmqvist<br/>(916) 812-3763<br/><a href="mailto:ally.holmqvist@oregonmetro.gov">ally.holmqvist@oregonmetro.gov</a></p> <p>Lake McTighe<br/>(503) 267-8652<br/><a href="mailto:lake.mctighe@oregonmetro.gov">lake.mctighe@oregonmetro.gov</a></p>        |
| <b>City of Portland</b>                                            | <p>Eric Hesse<br/>(503) 823-4590<br/><a href="mailto:Eric.Hesse@portlandoregon.gov">Eric.Hesse@portlandoregon.gov</a></p> <p>Francesca Jones<br/>503-865-6214<br/><a href="mailto:francesca.jones@portlandoregon.gov">francesca.jones@portlandoregon.gov</a></p> |
| <b>Clackamas County and cities</b>                                 | <p>Karen Buehrig<br/>(503) 742-4683<br/><a href="mailto:karenb@co.clackamas.or.us">karenb@co.clackamas.or.us</a></p>                                                                                                                                             |
| <b>Multnomah County and cities</b><br>(excluding City of Portland) | <p>Jessica Berry<br/>(503) 988-3897<br/><a href="mailto:jessica.berry@multco.us">jessica.berry@multco.us</a></p>                                                                                                                                                 |
| <b>Washington County and cities</b>                                | <p>Chris Deffebach<br/>(503) 846-3406<br/><a href="mailto:christina.deffebach@co.washington.or.us">christina.deffebach@co.washington.or.us</a></p>                                                                                                               |
| <b>TriMet</b>                                                      | <p>Tara O'Brien<br/>(503) 341-5871<br/><a href="mailto:obrienta@trimet.org">obrienta@trimet.org</a></p>                                                                                                                                                          |
| <b>ODOT</b>                                                        | <p>Glen Bolen<br/>(503) 539-8454<br/><a href="mailto:glen.a.bolen@odot.oregon.gov">glen.a.bolen@odot.oregon.gov</a></p>                                                                                                                                          |
| <b>Port of Portland</b>                                            | <p>Lewis Lem<br/>(503) 781-8992<br/><a href="mailto:lewis.lem@portofportland.com">lewis.lem@portofportland.com</a></p>                                                                                                                                           |

### What data resources are available?

Several resources are available at [oregonmetro.gov/2023projects](https://oregonmetro.gov/2023projects) to support nominating agencies as they review and update project priorities in the RTP.

Much of the data used in the project list assessment is found in the online RTP Map Tool. This map is a compilation of several regional datasets. Each data layer can be turned on and off.

The Map Tool shows the Metro planning area boundary, as well as all streets and rivers. Specific data layers included in the RTP map tool:

- 2018 RTP Projects
- 2040 Growth Concept Design Types
- Equity Focus Areas
- Regional High Injury Corridors and Intersections
- Fatal and serious injury crash locations

#### Draft 2023 RTP Network Maps

- Motor Vehicle
- Bike
- Pedestrian
- Freight
- Transit
- Transportation System Management and Operations (TSMO)
- Congestion Management Process (CMP) Network

#### RTP Network Gap Maps

- Regional motor vehicle network gaps
- Regional bike network gaps
- Regional pedestrian network gaps
- Regional trail network gaps
- Regional transit network gaps

#### Other datasets

- Regional Emergency Transportation Routes (ETRs)
- Oregon Seismic Lifeline Routes
- Environmental Resource Layers (e.g. Title 13, White Oak, etc.)

#### Economic Value Atlas

- To be determined



## 2023 REGIONAL TRANSPORTATION PLAN

### Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects

#### Purpose

This form provides documentation and a description of the public engagement opportunities that have been provided by project sponsors during the planning and development of projects submitted in the 2023 Regional Transportation Plan (RTP) call for projects. Completion of the form declares that the project sponsors have provided adequate opportunities for public engagement during the development of plans and projects, including identifying and engaging marginalized communities, including people with low income, people with disabilities, people with limited English proficiency, and Black, Indigenous and other people of color.

Metro retains these forms to demonstrate compliance with federal (U.S. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (Oregon Department of Transportation) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements (see [FTA Circular 4702.1B](#) and Code of Federal Regulations [450.210](#) and [450.316](#)). Documentation of the local actions described in this form may be requested by federal or state regulators.<sup>1</sup>

The state also outlines requirements for public engagement in transportation system planning activities by cities and counties in the Oregon Administrative Rules (OAR) as follows:

- OAR [660-012-0120](#): Transportation System Planning Engagement
- OAR [660-012-0125](#): Underserved Populations
- OAR [660-012-0130](#): Decision-making with Underserved Populations
- OAR [660-012-0135](#): Equity Analysis

One form must be completed for each list of projects submitted by each nominating agency for the 2023 RTP. Metro will use the information provided to document and describe the array of public engagement opportunities that contributed to the development of the 2023 RTP. All or parts of the completed form may be included in the 2023 RTP public engagement report.

<sup>1</sup> If such a request is unable to be met, the Regional Transportation Plan itself may be found to be out of compliance, requiring regional corrective action.

#### Overview of Instructions

**1) Complete this form** for all projects and programs submitted to 2023 RTP.

- **Section A:** Public Engagement Checklist
- **Section B:** Signed Certification Statement
- **Section C:** Documentation of Source(s) of Projects Submitted
- **Section D:** Summary of Engagement (*for NEPA projects only*)

**2) Submit list of projects for 2023 Regional Transportation Plan**

**3) Submit letter of endorsement from your governing body** (e.g., city council, board, commission) for all projects submitted

**4) Ensure records are retained by your agency** in accordance with instructions in this form

For questions, contact Ally Holmqvist, Senior Transportation Planner at [ally.holmqvist@oregonmetro.gov](mailto:ally.holmqvist@oregonmetro.gov)

## Instructions

By February 17, 2023 nominating agencies must fill out each section of this form and submit the completed form to Metro along with the list of projects submitted to the 2023 RTP.

By May 1, 2023 nominating agencies must submit a letter of endorsement from their governing body indicating support for the projects submitted to the 2023 RTP.

Nominating agencies must keep referenced records on file in case of a request for information.

### Section A: Public Engagement Checklist

The checklist in this section outlines federal and state Title VI and engagement requirements for transportation planning and project development. By checking each box, project sponsors are confirming that the submitted projects have met the associated requirements to support Title VI and engagement compliance for the 2023 RTP. The type of records that should be retained are listed where appropriate. These do not need to be submitted to Metro, but must be retained by project sponsors as described above. The completed checklist may be included in the final 2023 RTP public engagement report.

### Section B: Signed Certification Statement

By signing this section, project sponsors certify:

- (1) That projects submitted to the 2023 RTP comply with federal and state Title VI and engagement requirements;
- (2) their commitment to retaining records documenting this compliance; and
- (3) their commitment to conducting future project development processes for projects in the RTP that are compliant with federal and state Title VI and engagement requirements.

### Section C: Documentation of Source(s) of Projects Submitted

In this section, project sponsors provide a list of (1) the adopted local transportation system plans, subarea plans or strategies, topical plans or strategies, modal plans or strategies, transit service plans or any other such plans or studies that were developed with opportunities for public feedback, in which the submitted projects are included and where additional information on public engagement may be found; and, if needed, (2) information for plans, strategies, etc. that are not yet adopted, but are anticipated to be adopted through a public process prior to the adoption of the 2023 RTP.

### Section D: FOR NEPA PROJECTS ONLY - Summary of non-discriminatory, inclusive engagement for NEPA projects

In this section, project sponsors provide additional information on public engagement elements and activities that illustrate how requirements are being met and best practices that are being utilized for any projects subject to the [National Environmental Policy Act](#) (NEPA). These are typically large-scale, major projects, anywhere from \$100 to 500 million in cost ([CFR 40 1508.18](#)), may be constructed in multiple phases, have a high level of public, legislative or congressional interest and require more extensive public outreach and engagement. Completed summaries may be included in the final 2023 RTP public engagement report

### **Letter of Endorsement Signed by Governing Body – Due May 1**

A letter of endorsement from your governing body that indicates support for projects submitted to the 2023 RTP must be provided to Metro.

### **Requirements for Retention of Records**

Records should be retained until the related local transportation system plan, subarea plan or strategy, topical plan or strategy, modal plan or strategy, transit service plan or other plan or study is superseded, or the submitted projects have been completed or removed from the RTP plus six years. Retained records do not have to be submitted unless requested by Metro, state regulators or federal regulators.

DRAFT

## Section A. Public Engagement Checklist for Projects Submitted

*This checklist outlines federal and state Title VI and engagement requirements for transportation planning and project development. By checking each box, project sponsors are confirming that the submitted projects have met the associated requirements to support engagement compliance for the 2023 RTP.*

**Project Sponsor Agency:** \_\_\_\_\_

**Total number of projects submitted in 2023 RTP Call for Projects:** \_\_\_\_\_

- ☐ All projects submitted in the call for projects are included in one or more of the documents listed in Table 1 in Section C of this form.

**Retained records:** *Copies of all documents listed in Section C.*

**OR**

- ☐ Not all projects submitted in the call for projects are included in one or more of the documents listed in Table 1 in Section C of this form. These projects are listed in Table 2 in Section C of this form.

- ☐ The nominating agency or governing body has adopted a Title VI Plan and administrative procedures to implement it in compliance with Federal Title IV of the Civil Rights Act and implementing regulations.

- ☐ Projects submitted for the 2023-30 implementation timeframe have conducted, or will conduct, documented project-specific public engagement and analyzed potential inequitable impacts for Black, Indigenous and other people of color, people with limited English proficiency and people with low income compared to those for other population groups.

**Retained records:** *Documentation of public engagement activities.*

- ☐ Projects submitted for the 2031-45 implementation timeframe have conducted, or will conduct, project-specific public engagement and analyze potential inequitable impacts for Black, Indigenous and other people of color, people with limited English proficiency and people with low income compared to those for other population groups.

**Retained records:** *Documentation of public engagement activities.*

- ☐ A public engagement plan was developed for each of the plans, strategies, etc., listed in Table 1 of Section C, in compliance with Federal Title IV of the Civil Rights Act of 1964 and implementing regulations and these Oregon Administrative Rules: OAR [660-012-0120](#), [660-012-0125](#), [660-012-0130](#), and [660-012-0135](#), including the following (check all that are true):
- ☐ A statement of non-discrimination.
  - ☐ Public notices were published and requests for input were sent in advance of the project start, engagement activity or input opportunities.
  - ☐ Timely, convenient and accessible forums for public input throughout the process. These forums included accommodations for people with disabilities (e.g., screen reader-compatible materials, ASL interpretation), people with limited English proficiency (e.g., translation) and other accommodations (e.g., hybrid meetings).
  - ☐ Interested and affected groups were identified, and contact information maintained, in order to share plan information; updates were provided for key decision points; and opportunities to engage and comment were provided throughout the process.
  - ☐ Efforts were made to engage marginalized populations, including Black, Indigenous and other people of color, people with limited English proficiency, people with low income, people with disabilities, older adults and youth. Meetings or events were held at times and locations that are convenient and accessible for marginalized populations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.
  - ☐ During project and/or plan development, a demographic analysis was completed to understand the locations of Black, Indigenous and other communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities, at the minimum consistent with Title VI requirements.
  - ☐ Analysis was conducted to document potential inequitable impacts for Black, Indigenous and other communities of color, people with limited English proficiency and people with low income compared to those for other residents.
  - ☐ Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.
  - ☐ Adequate notification was provided regarding final adoption of the plan, including how to obtain more detailed information, at least 15 days in advance of adoption. Notice included information on providing public testimony.

**Retained records:** *Public engagement plans and documentation of each element that is checked.*



- ☐ One or more projects or programs included in the submitted list identified potential inequitable impacts through demographic analysis and public outreach. If box is checked, list each project and describe the response to identified potential inequitable impacts.
- RTP # (if assigned)
  - Project name
  - Project description
  - Response to potential inequitable impacts

***Retained records:*** Summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports).

DRAFT

## Section B. Signed Certification Statement – 2023 Regional Transportation Plan

*By signing this section, project sponsors certify:*

- (1) that projects submitted to the 2023 RTP comply with federal and state Title VI and engagement requirements;*
- (2) their commitment to retaining records documenting this compliance; and*
- (3) their commitment to conducting future project development processes for projects in the RTP that are compliant with federal and state Title VI and engagement requirements.*

\_\_\_\_\_ (project sponsor agency)  
certifies the information provided in Section A of this form is accurate.

As attested by:

\_\_\_\_\_  
(agency manager signature)

\_\_\_\_\_  
(name and title)

\_\_\_\_\_  
(date)

### Section C. Documentation of Source(s) of Projects Submitted

*Projects in the Regional Transportation Plan must come from plans, strategies, or studies developed and adopted through a public process with opportunities for public input. In this section, project sponsors provide a list of (1) the adopted local transportation system plans, subarea plans or strategies, topical plans or strategies, modal plans or strategies, transit service plans or any other such plans or studies, in which the submitted projects are included and where additional information on public engagement may be found; and, if needed, (2) information for projects that were not identified in an adopted plan.*

### Table 1. Adopted Transportation Plans, Strategies and Studies

Complete this table listing all adopted local transportation system plans, subarea plans or strategies, topical plans or strategies, modal plans or strategies, transit service plans, or other such plans or strategies, in which the submitted projects are identified. Please include the plan, strategy, or study name, the adoption date and link to where the document can be accessed online. Add additional rows, if needed.

[illegible]

**Table 2. Projects Not From an Adopted Plan**

Identify any projects that are not from an adopted plan identified in Table 1 above (at the time of the call for projects). Provide the requested project information, a brief explanation as to how the project or program was identified outside of an adopted plan or strategy, anticipated date of approval or adoption, and link to the planning process.

To be included in the 2023 RTP the plan must be formally approved or adopted by governing body prior to RTP adoption in November 2023.

| RTP Project ID (if assigned) | Project name | Explanation of public process to be used | Anticipated date of approval or adoption | Link |
|------------------------------|--------------|------------------------------------------|------------------------------------------|------|
|                              |              |                                          |                                          |      |
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**Section D. For NEPA Projects Only - Summary of non-discriminatory, inclusive engagement**

*In this section, the project sponsor provides additional information on public engagement elements and activities that illustrate how requirements are being met and best practices are being utilized for any projects subject to the National Environmental Policy Act (NEPA).*

Provide a brief summary describing the engagement approach, practice and processes for each project subject to the [National Environmental Policy Act](#) (NEPA). The summary may be included in the final public engagement report for the 2023 RTP. List the project name and number for each project. Please respond to each of the following:

- Project name
- RTP Project ID#
- Project sponsor and agency partner(s)
- Brief description of the overall public engagement process, including time period
- Description of compliance with Title VI and Oregon [Goal 1: Citizen Involvement](#) and Goal [12: Transportation Planning](#) Administrative Rules, including:
  - Description of how the community has been involved to date and how community will continue to be involved through project design and/or development, including Black, Indigenous and other people of color, people with limited English proficiency and people with low income.
  - How input helped shape project or plan development and prioritization, including what changes came about because of community input particularly for Black, Indigenous and other people of color, people with limited English proficiency and people with low income; and what community stability and anti-displacement strategies have been or will be considered and included in the project and/or plan development.
- Any additional best practices that contributed to equity, transparency, and accountability.



## 2023 REGIONAL TRANSPORTATION PLAN

### Congestion Management Process Documentation

To be completed for projects that add motor vehicle capacity and are not in an adopted local Transportation System Plan or the 2018 Regional Transportation Plan

#### Background

Section 3.5.5 of Chapter 3 of the RTP calls for analyzing and implementing system and demand management strategies and/or a combination of other strategies (e.g. pedestrian, bicycle, transit strategies) prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and the Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G). Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how cities and counties implement the CMP in the local transportation system planning process.

Consistent with OAR 660-012-0830, motor vehicle capacity is defined as: A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more. Auxiliary lane means the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.

This definition is being used to ensure consistency with new administrative rules that apply to cities, counties and the Oregon Department of Transportation (ODOT) during the transportation system planning process.

#### Purpose

This form provides documentation of how a project that adds motor vehicle capacity and is not in an adopted local Transportation System Plan (TSP) or the 2018 Regional Transportation Plan was identified, evaluated and scoped consistent with the RTP congestion management process. Jurisdictions are asked to use this form to briefly describe how the proposed motor vehicle capacity project was identified, evaluated and scoped consistent with the RTP congestion management process (CMP) as follows:

- cities and counties shall describe how the project was identified, evaluated and scoped through a process consistent with the congestion management process defined in Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan.
- other agencies or jurisdictions shall describe how the project was identified, evaluated and scoped through a process consistent with the congestion management process described in Section 3.5.5 of Chapter 3 of the Regional Transportation Plan.

**By Feb. 17, 2023**, this form must be completed and submitted by the project sponsor for each applicable project. Metro will use the information provided to support development of federal CMP findings for the 2023 RTP.

|                                                                                     |                                                                                                                                    |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| <b>Project Name</b>                                                                 | <i>[insert]</i>                                                                                                                    |
| <b>Project Location</b>                                                             | <i>[insert]</i>                                                                                                                    |
| <b>Brief description</b>                                                            | <i>[Briefly how the proposed motor vehicle capacity project was identified, evaluated and scoped consistent with the RTP CMP.]</i> |
| <b>Links to reports, plans and/or other supporting information referenced above</b> |                                                                                                                                    |

\_\_\_\_\_ (project sponsor agency) confirms the information provided above is accurate.

As attested by:

\_\_\_\_\_  
(agency manager signature)

\_\_\_\_\_  
(name and title)

\_\_\_\_\_  
(date)



Date: Wednesday, November 23, 2022  
To: Metro Transportation Policy Advisory Committee (TPAC)  
From: Ally Holmqvist, Metro; Jennifer Sellers, ODOT; Jason Beloso, WSDOT  
Subject: Cascadia Corridor Ultra-High-Speed Ground Transportation: Program Initiation Overview

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## Purpose

This memorandum provides an overview of the Cascadia Corridor Ultra-High-Speed Ground Transportation Project and provides a progress report on the work done to date to initiate the program and complete the activities identified in the Memorandum of Understanding signed by Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) on November 16, 2021. Metro President Peterson and staff have been participating on the Policy and Technical Committees established as part of program initiation.

TPAC will receive a progress report on the Cascadia Corridor UHSGT project and program initiation work, review guiding program materials, and provide input to support partner agency participation in shaping major work plan deliverables including the FRA Corridor ID proposal. Late this year or early next year, staff will ask Council to consider signing a letter of support for the Cascadia Corridor UHSGT Corridor ID proposal. Late this year or early next year, Council will be asked to consider signing a letter of support for the Cascadia Corridor UHSGT Corridor ID proposal.

## Introduction

The Cascadia Corridor is one of eleven corridors identified by United States Department of Transportation (US DOT) Federal Railroad Administration (FRA) for potential high-speed rail investments to better connect communities across America. The Washington State Department of Transportation (WSDOT) is studying how ultra-high-speed (~250 miles per hour) ground transportation (UHSGT) might serve as a catalyst to transform the Pacific Northwest – stretching from greater Vancouver, British Columbia to metro Seattle, Washington to Portland, Oregon – with a fast, frequent, reliable and environmentally responsible transportation connection.

An ultra-high-speed transportation system could allow for travel times of less than an hour between each of the cities. This enhanced interconnectivity would unite the Cascadia megaregion and allow to better manage population and economic growth potential and maximize public transportation benefits, resulting in better access to jobs, affordable housing, shared resources, increased collaboration, and economic prosperity. Corridor study has conceptually considered various scenarios with 21 to 30 daily round trips, with some express trips stopping at only a few locations, interspersed with others that stop at more locations at about \$24 to \$42 billion in up-front construction costs. Outcomes include:

- Ultimate potential to carry 32,000 people an hour (only 12 to 20 percent of total current intercity trips would shift to UHSGT).
- Estimated annual ridership between 1.7 and 3.1 million, conservatively.
- Estimated annual revenue of between \$160 and \$250 million.
- Estimated \$355 billion in economic growth and 200,000 new jobs related to construction and ongoing operation of the service.
- Reduction of 6 million metric tons (tonnes) of CO<sub>2</sub> emissions over first 40 years and potential for zero emissions by using clean energy sources (hydro, wind, solar).

On November 16, 2021, Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) signed a Memorandum of Understanding (MOU) committing to advance activities in support of an ultra-high-speed ground transportation project with the goal of laying the

groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers and positioning the corridor for future funding opportunities and efficient environmental clearance (see Attachment 1).

Through [ESSB 5689](#) the Washington State Legislature then allocated \$4 million, along with financial contributions from British Columbia, for WSDOT to lead a coordinated effort to commence the work envisioned by the MOU and develop an expanded framework for future work. Currently, the scope of work for the [Cascadia Corridor UHSGT](#) program initiation phase (see Attachment 2 for a work plan) includes:

- a. Developing an organizational framework that facilitates input in decision-making from all parties;
- b. Developing a public engagement approach with a focus on equity, inclusion, and meaningful engagement with communities, businesses, federal, state, provincial, and local governments including indigenous communities;
- c. Developing and leading a collaborative approach to prepare and apply for potential future federal, state, and provincial funding opportunities, including development of strategies for incorporating private sector participation and private sector contributions to funding, including through the possible use of public-private partnerships;
- d. Beginning work on scenario analysis addressing advanced transportation technologies, land use and growth assumptions, and an agreed to and defined corridor vision statement; and
- e. Developing a recommendation on the structure and membership of a formal coordinating entity that will be responsible for advancing the project through the project initiation stage to project development and recommended next steps for establishment of the coordinating entity. Project development processes must include consideration of negative and positive impacts on communities of color, low-income households, indigenous peoples, and other disadvantaged communities.

This past January, the WSDOT program team convened a Policy Committee of agency leadership including representatives from the following partners: Province of British Columbia Intergovernmental Relations Secretariat and Ministry of Transportation, Translink, Washington State House of Representatives and Senate, WSDOT, Puget Sound Regional Council (PSRC), Oregon Department of Transportation (ODOT), Metro, and Cascadia Innovation Corridor. WSDOT has also convened a Technical Committee of staff from transportation planning agency partners to support the Policy Committee in May which meets twice monthly. The collaboratively developed Committee Charter in Attachment 3 describes the roles of the policy and technical committees in the program initiation phase which include developing the program vision, shaping the scenario analysis, making recommendations on the coordinating entity structure and stakeholder engagement plan, and advising on and endorsing federal grant applications.

As part of program initiation, President Peterson, Director Strickler, and staff have worked with fellow bi-country and state agency partners to reflect the goals, objectives, and principles from the Oregon State Rail Plan and ODOT Strategic Action Plan and Metro's 2040 Growth Concept, Regional Transportation Plan (RTP), Regional Transit Strategy (RTS), Climate Smart Strategy, and Strategic Plan to Advance Racial Equity within the work plan and in a developing vision that will ultimately guide the Cascadia Corridor UHSGT effort. That work has included:

- *Shaping development of the organizational framework and influencing the stakeholder engagement plan:* emphasizing the need for engagement of regional and state partner jurisdictional and transit agency stakeholders as well as representation from community, labor, environment, mobility, and business organizations and recommending engaging stakeholders early and establishing a community advisory committee.

- *Shaping development of the corridor vision and identity document*: building from the regional visions along the corridor, being people and community-focused, supporting community stability, lifting up the 2040 Growth Concept, and aligning with the RTP and its goals for equitable transportation, mobility options, thriving economy, safe system, and climate action and resilience.
- *Assisting in developing the scope and funding plan for the federal Corridor ID proposal and UHSGT scenario analysis*: sharing regional and state work to inform analysis and toward ensuring consistency of both the analysis and recommendations.

Also in May, FRA established a new [Corridor Identification and Development \(CID\) Program](#) for the purpose of creating a pipeline of funding-ready new or improved intercity passenger rail projects for investment through President Biden's Bipartisan Infrastructure Law. Washington's [SSB 5975](#) allocated \$50 million to be used as matching funds for a grant application, as well as an additional \$100 million to leverage federal funding opportunities over the next six years. In coordination with the partner committees, WSDOT and ODOT submitted a joint Expression of Interest (see Attachment 4) for the program for a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service that work in tandem for an integrated Cascadia Corridor this August. The program team is working on developing a formal proposal to fund program initiation for submission late this year when the notice of funding opportunity (NOFO) is expected to be released.

## Background



### Project Timeline

**2016-2018** - The State of Washington Governor Jay Inslee and British Columbia Premier Christy Clark issued a memorandum of understanding. At the direction of the WA legislature, a preliminary UHSGT Feasibility Study (2017-2018 Feasibility Study) confirms the viability and demand for the project and is an important first step in understanding and quantifying the potential benefits of a new transportation system in the Cascadia megaregion. The WA legislature directs and approves funding for WSDOT to conduct a business case study. WSDOT was joined by the Oregon Department of Transportation, the Province of British Columbia, and Microsoft as funding partners and oversight contributors via representation on a Steering Committee. An Advisory Group was also formed to provide input from public, private and non-profit representatives from throughout the megaregion.

**2019** - The [Business Case Analysis](#) builds on the feasibility report and economic impacts addendum to provide a more comprehensive and detailed picture of the wide range of benefits that would flow to the region from UHSGT.

**2020** - Following feasibility confirmation, the [Framework for the Future](#) charted a potential path forward on project governance, strategic engagement, and funding and financing to advance the UHSGT project. A combination of expert interviews and case study research informs the report's outline of funding and authorization options and recommendation for the creation of an inter-jurisdictional Coordinating Entity for project initiation activities to work with the community to advance this critical project.

**2021** - Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) sign a Memorandum of Understanding.

### **2022-2023**

#### Activities To Date:

- **January:** WSDOT convenes the Policy Committee.
- **March:** Through [ESSB 5689](#) and [SSB 5975](#) the Washington State Legislature allocates funding to support Cascadia Corridor program initiation activities.
- **May:** WSDOT convenes the Technical Committee. FRA establishes the new Corridor Identification and Development (ID) Program.
- **August:** WSDOT and ODOT submit a joint Expression of Interest for the Corridor ID program.

# Project overview



## Current State and Gap Identification

(Sept '22 – Nov '22)

Discovery phase sprint to build our understanding of the current state, followed by a deep dive assessment until the end of November.

**Key Deliverables:** Gap Analysis

**Policy Committee Role:** Share insights and objectives for program

## Federal Funding and Grant Application Support

(Oct '22 – Feb '23)

Development of integrated funding strategy for near-term and next phase of work, including FRA Corridor ID grant application and additional grants as relevant.

**Key Deliverables:** US Federal Grant Application, Funding Strategy

**Policy Committee Role:** Input and review of grant applications

## Strategic Advisory and Program Governance

(Dec '22 – Jun '23)

Strategic recommendations on prioritized gaps, actions, and resources to advance the program.

**Key Deliverables:** Strategic Roadmap, Stakeholder Engagement Briefs, Initial Scenario Planning Outlook, Coordinating Entity Framework, Legislative Report

**Policy Committee Role:** Guidance on stakeholder engagement and scenario planning. Review Legislative Report

## Ongoing Engagement With Policy Committee



Interviews to understand objectives, priorities and current state



Collaboration workshops to share findings and build momentum



Quarterly formal Policy Committee Meetings

- **Late 2022/early 2023 (depending on NOFO timing):** Program team develops the submit the Corridor ID proposal. Program partners represented on the Policy Committee submit letters of support for the proposal.
- **June 30, 2023:** WSDOT submits a report on program progress to the Governor and Washington State Legislature.

## Future Work (2023+)

- Establish the coordinating entity. Conduct pre-environmental analysis, conceptual engineering, and stakeholder engagement and develop the funding strategy and future project governance.
- Establish the development entity. Conduct environmental clearance, preliminary NEPA/CEQA engineering and design, risk assessment, and procurement and P3 policies.
- Plan for construction including land acquisition, vehicle procurement and final design.
- Begin construction.

## Policy Context

Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional and broader state transit network. Cascadia Corridor UHSGT is an important project identified in Metro's 2018 Regional Transit Strategy [vision](#) supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. [Policy 5](#) of the RTP identifies the need to "[e]valuate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region" toward achieving our regional goals. The RTP also acknowledged that more work is needed to determine the partnerships, infrastructure investments and finance



strategies needed to support improved intercity passenger service to communities outside the region – key elements of the Cascadia Corridor UHSGT program work. Further, the Climate Smart Strategy provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives.

ODOT recently (2020) updated the [Oregon State Rail Plan](#) (OSRP) to identify needs and outline solutions for improving passenger rail in the future. OSRP calls for participation in visioning to develop a conceptual corridor assessment and high-level costs for high-speed rail, including identifying actions needed by local, state, and federal agencies to advance development and funding.

The OSRP also calls for supporting [Amtrak Cascades improvements](#) between Eugene-Springfield and Portland – a 125 mile segment of the federally-designated Pacific Northwest Rail Corridor. ODOT recently (2021) studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service along this corridor which are documented in a [Tier 1 Draft Environmental Impact Statement](#) which received a Record of Decision (ROD) on April 14, 2021 – marking the end of the National Environmental Policy Act (NEPA) environmental review process. Oregon is now eligible to compete for significant infrastructure grants to improve passenger rail service between Eugene and Portland, including considering high speed rail in the future.

Ultra-high-speed ground transportation is not intended to replace the Amtrak Cascades intercity passenger rail system funded by WSDOT and ODOT. It would be an additional travel option and would serve to promote ridership through connections to other travel modes. Amtrak Cascades trains might connect smaller cities to the ultra-high-speed system and they might even share the same new tracks.

## **ATTACHMENTS**

1. Cascadia Corridor UHSGT Washington – British Columbia – Oregon MOU (November 16, 2021)
2. Cascadia Corridor UHSGT Work Plan
3. Cascadia Corridor UHSGT Charter
4. Cascadia Corridor UHSGT Corridor ID WSDOT/ODOT Joint Expression of Interest

cc: Tom Kloster, Metro Regional Planning Manager  
Kim Ellis, Metro Principal Planner, Regional Transportation Planning  
Karyn C. Criswell, ODOT Public Transportation Division Administrator  
Ron Pate, WSDOT Director: Rail, Freight, and Ports Division



## **Washington – British Columbia – Oregon**

### ***Memorandum of Understanding (MoU)***

#### **On Committing to Advance Activities in Support of an Ultra-High-Speed Ground Transportation Project**

**WHEREAS**, the Cascadia region is facing climate, housing affordability, mobility, and social justice challenges arising from its rapid growth.

**WHEREAS**, these challenges require a regional effort to develop innovative approaches to transportation, land-use and housing infrastructure that prioritize equity and sustainability while decreasing greenhouse gas emissions.

**WHEREAS**, transportation sector emissions are a significant source of emissions in Washington, Oregon and British Columbia.

**WHEREAS**, as Governors of the states of Washington and Oregon and as Premier of the Province of British Columbia, we have worked to align policies and connect our states and province to expand the benefits of regional collaboration to our people, our economy and our environment.

**WHEREAS**, Washington, Oregon and British Columbia form a mega region that has experienced tremendous growth over the past few decades and will continue to experience growth as a net increase between three and four million people is expected to call the region “home” by 2050.

**WHEREAS**, this population growth, if not met with innovative and proactive policymaking and development, will magnify existing challenges by increasing the shortage of affordable housing and traffic congestion, worsening the climate crisis, and placing additional strain on our existing transportation infrastructure.

**WHEREAS**, the burdens of unmanaged growth fall most heavily on low-income individuals who are unable to afford housing within the job centers exacerbating inequity in the Cascadia region.



**WHEREAS**, bold investments and equitable deployment of clean technologies and modernized infrastructure can both address these challenges in a sustainable manner while creating an infusion of near-term good-paying jobs and long-term economic benefits.

**WHEREAS**, shared collaboration on technology, supply chain resiliency, climate abatement and emission reductions can be achieved through bringing together governments, companies and communities in implementing innovative solutions from academic experts and the private sector based on our common values, including a shared commitment to the environment, equality, and the entrepreneurial potential of our residents.

**WHEREAS**, there are opportunities for collaboration in climate mitigation to be significantly enhanced in key sectors, including transportation, ports, sustainable aviation fuels, supply chain efficiency, agri tech and life sciences.

**WHEREAS**, Washington, Oregon and British Columbia have explored a new Ultra-High-Speed Corridor connecting Portland, Seattle, and Vancouver B.C., with points-in-between, providing faster and more reliable trips between cities and linking to regional transit options.

**WHEREAS**, recent feasibility studies funded by Washington, Oregon, British Columbia and the private sector have demonstrated a compelling case for an Ultra-High-Speed Corridor that will create good-paying jobs, increase affordable housing options, clean our air, improve safety and reduce traffic.

**WHEREAS**, a 2019 Business Case Analysis showed that an Ultra-High-Speed Corridor could transport three million riders a year, generate \$250 million USD in annual revenue, reduce six million metric tons of carbon emissions, spur \$355 billion USD in economic growth and create 200,000 new jobs.

**WHEREAS**, a 2020 Governance and Financing report outlined funding and authorization options and recommended the creation of an inter-jurisdictional Coordinating Entity for project initiation activities to work with the community to advance this critical project.

**WHEREAS**, the results of a 2021 poll found Washingtonians and Oregonians show strong support for the project in both states, with voters particularly appreciating the benefits that the project would provide for reducing traffic congestion and increasing transportation options, strengthening the regional economy, addressing climate change, and promoting more equitable, affordable connections between jobs and housing.

**WHEREAS**, the 2020 updated Oregon State Rail Plan calls for participation in visioning to develop a conceptual corridor assessment and high-level costs for high-speed rail, including identifying actions needed by local, state, and federal agencies to advance development and funding.

**WHEREAS**, in the 2020 BC Throne Speech, the provincial government highlighted the potential for “high speed rail connections with our neighbours to the south” as an objective for the region.

**WHEREAS**, high-speed rail is consistent with British Columbia’s commitment to reduce emissions by building a more sustainable transportation system as laid out in its CleanBC plan and the CleanBC Roadmap to 2030.

**WHEREAS**, in July and August 2021, more than 45 business, labor, community organizations and elected officials in Washington and more than 50 in Oregon that support the Ultra-High-Speed Ground Transportation project urged their congressional delegation to include funding opportunities for the project as part of the reauthorization of surface transportation and infrastructure legislation.

**WHEREAS**, the private sector has been a collaborative partner in the exploration of an Ultra-High-Speed Corridor and is committed to ongoing engagement as the project proceeds.

**WHEREAS**, the U.S. federal government has joined state and provincial governments and the Government of Canada in making a transformative commitment to the Paris Climate Accords with its Nationally-Determined Commitment (“NDC”) to reduce greenhouse gas emissions by a minimum of 50 percent by 2030, compared to 2005 levels.

**WHEREAS**, Washington, Oregon and British Columbia stand ready to jointly pursue federal, state and other funding opportunities as they become available.

And, **WHEREAS**, the U.S. federal Infrastructure Investment and Jobs Act and Build Back Better proposals represent an unprecedented commitment to enacting America’s National Determined Contribution and building the jobs and infrastructure of the 21<sup>st</sup> Century, including Ultra-High-Speed Ground Transportation. Additionally, those two federal proposals provide a unique and timely opportunity for the Cascadia region to compete for future federal funding to support the project.

Now, therefore, be it resolved that:

We commit to establishing a Policy Committee made up of Washington, Oregon and British Columbia designees and representatives from regional planning entities and the private sector to build relationships and coordinate efforts to

advance the project. A lead from the respective government departments or ministries will be identified to spearhead the related activities in each of our jurisdictions and engagement in the Policy Committee.

We commit our states and province to advancing work on the Ultra-High-Speed Ground Transportation project and to pursuing emissions reduction with a focus on equity, inclusion and meaningful community engagement.

We commit to developing an organizational framework that facilitates inclusive input and decision-making.

We commit to reaching out to the public along the Cascadia Corridor through an equitable community outreach and engagement process, coordinated with federal, state, provincial and local legislators, and Indigenous communities to gain support from key decision makers and commit to identifying opportunities to engage stakeholders to support the project.

We commit to jointly preparing for and pursuing federal, state and other funding opportunities as they become available and will identify resources to continue work on the project.

Subject to appropriation, we commit to establishing an inter-jurisdictional Coordinating Entity for project related activities; identifying opportunities to streamline future environmental clearance and initiate the planning and environmental process; and identifying next steps to continue the necessary work to secure support and funding for the Ultra-High-Speed Ground Transportation project.

Recognizing its regional significance, these activities will lay the groundwork for the creation of a formal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and efficient environmental clearance. The Parties agree to convene a leadership meeting within one year to evaluate progress on the above areas and identify additional areas for collaboration to advance the project.

### ***Term and Effect***

This MoU shall come into effect upon signature of the three parties below and shall remain in effect for a period of five years and can be renewed or amended with the consent of the parties. Any party may decide to terminate the agreement by notifying the other parties with three months' written notice.

### ***Limitations***

The undersigned signatories agree that this MoU shall have no legal effect or impose a legally binding obligation on the state of Washington, the Province of British Columbia or the state of Oregon. None of the parties shall be responsible for the actions of third parties who may participate in the activities outlined in this MoU.

*Agreed and signed for the 2021 Cascadia Innovation Corridor Annual Conference, and dated on the 16<sup>th</sup> day of November 2021.*

A black ink signature of Jay Inslee, written in a cursive style.

Jay Inslee, Governor  
State of Washington

A blue ink signature of John Horgan, written in a cursive style.

John Horgan, Premier  
Province of British Columbia

A black ink signature of Kate Brown, written in a cursive style.

Kate Brown, Governor  
State of Oregon

## 2022 UHSGT Policy and Technical Committee Meetings – **DRAFT SCHEDULE**

| Date       | Meeting Topics                                                                                                                                                                                                                                                                      | Goals                                                                                                                                                |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| January 25 | <b>Policy Committee 1 - complete</b> <ul style="list-style-type: none"> <li>Policy Committee purpose</li> <li>Overview of 2022 project</li> <li>Future work beyond 2022: Project Initiation</li> </ul>                                                                              | <ul style="list-style-type: none"> <li>Introduced the program</li> <li>Identified Policy Committee members</li> </ul>                                |
| April 20   | <b>Policy Committee 2 - complete</b> <ul style="list-style-type: none"> <li>New funding for UHSGT</li> <li>Feedback on draft initial project scope</li> <li>Structure and membership of Technical Committee</li> </ul>                                                              | <ul style="list-style-type: none"> <li>Reviewed new UHSGT funding</li> <li>Identified Technical Committee members</li> </ul>                         |
| May 16     | <b>Technical Committee 1 - complete</b> <ul style="list-style-type: none"> <li>Intros and UHSGT overview</li> <li>Feedback on draft initial project scope</li> <li>Feedback on Technical Committee structure</li> </ul>                                                             | <ul style="list-style-type: none"> <li>Introduced the program</li> <li>Confirmed Technical Committee members</li> </ul>                              |
| June 6     | <b>Technical Committee 2</b> <ul style="list-style-type: none"> <li>Update on FRA Corridor ID program &amp; WSDOT consultant strategy</li> <li>Review draft work program</li> <li>Developing a UHSGT vision statement</li> <li>Policy &amp; Technical committee charters</li> </ul> | <ul style="list-style-type: none"> <li>Define a plan to develop Expression of Interest language</li> <li>Establish regular meeting series</li> </ul> |
| June       | <b>Briefings for WA legislators</b><br>Welcome legislative members of the Policy Committee and provide briefing on background and expectations                                                                                                                                      | <ul style="list-style-type: none"> <li>Prep legislative members for Policy Committee</li> </ul>                                                      |

|                  |                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                       |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>June 27</b>   | <b>Technical Committee 3</b> <ul style="list-style-type: none"> <li>Review draft expression of interest language</li> <li>Review draft technical and policy committee charters</li> <li>Discuss strategy to develop UHSGT vision statement</li> <li>Review Policy Committee agenda</li> </ul> | <ul style="list-style-type: none"> <li>TC has provided feedback on Expression of Interest letter</li> <li>Input on and next steps for charter and vision concepts</li> <li>Refined Policy Committee agenda</li> </ul> |
| <b>July 6</b>    | <b>Policy Committee 3</b> <ul style="list-style-type: none"> <li>Fed application process &amp; needs – Corridor ID Program &amp; Expression of Interest</li> <li>Policy Committee charter – review concept</li> <li>Next steps for developing a UHSGT program – purpose and need</li> </ul>   | <ul style="list-style-type: none"> <li>Review Expression of Interest</li> <li>Plan to define UHSGT vision statement</li> <li>Set strategic goals &amp; parameters for UHSGT charter document</li> </ul>               |
| <b>July 11</b>   | <b>Technical Committee 4</b> <ul style="list-style-type: none"> <li>Continue developing a UHSGT corridor vision statement and charter – review and discuss drafts</li> <li>Developing &amp; reviewing Corridor ID proposal – update on consultant plan</li> </ul>                             | <ul style="list-style-type: none"> <li>Provide feedback on draft vision statement and charter</li> <li>Provide feedback on consultant approach</li> </ul>                                                             |
| <b>July 25</b>   | <b>Technical Committee 5</b> <ul style="list-style-type: none"> <li>Review progress toward Corridor ID proposal</li> <li>Finalize UHSGT vision statement and charter</li> </ul>                                                                                                               | <ul style="list-style-type: none"> <li>Prepare for Policy Committee review of Corridor ID Proposal</li> <li>Prepare UHSGT vision statement and charter for Policy Committee</li> </ul>                                |
| <b>August 8</b>  | <b>Technical Committee 6</b> <ul style="list-style-type: none"> <li>UHSGT Program Vision</li> <li>Consultant integration</li> </ul>                                                                                                                                                           | <ul style="list-style-type: none"> <li>Participants agree on an approach to complete the vision document</li> <li>Participants are up to date on consultant onboarding</li> </ul>                                     |
| <b>August 22</b> | <b>Technical Committee 7</b> <ul style="list-style-type: none"> <li>Finalize UHSGT Program vision for Policy Committee</li> <li>Finalize revised charter for Policy Committee</li> <li>Consultant work plan</li> </ul>                                                                        | <ul style="list-style-type: none"> <li>Vision document is ready for Policy Committee engagement and input</li> <li>Revised charter is ready for Policy Committee adoption</li> </ul>                                  |

|                                |                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                 |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                |                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>Participants have provided input on consultant work plan</li> </ul>                                                                                      |
| <b>September 12</b>            | <b>Policy Committee 4</b> <ul style="list-style-type: none"> <li>Review/endorse UHSGT Program Vision</li> <li>Review/endorse UHSGT charter</li> <li>Consultant work plan &amp; 6-month goals update</li> </ul>                                                                  | <ul style="list-style-type: none"> <li>UHSGT charter with vision ready to be signed by partners</li> <li>UHSGT project team has received Policy Committee input on 6-month plan</li> </ul>      |
| <b>September 19</b>            | <b>Technical Committee 8</b> <ul style="list-style-type: none"> <li>Detailed plan for Corridor ID Program proposal development and UHSGT strategy</li> </ul>                                                                                                                    | <ul style="list-style-type: none"> <li>Participants have an approach to support and guide the project team</li> </ul>                                                                           |
| <b>October 3 – December 12</b> | <b>Technical Committee 9-14</b> <ul style="list-style-type: none"> <li>Support development of Corridor ID Program proposal</li> <li>Support development of UHSGT Program Initiation strategy</li> </ul>                                                                         | <ul style="list-style-type: none"> <li>Corridor ID Proposal and UHSGT strategy ready for endorsement</li> <li>Project team has necessary support to develop federal funding proposal</li> </ul> |
| <b>October – November</b>      | <b>Committee Member Interviews</b> <ul style="list-style-type: none"> <li>Develop and refine UHSGT vision elements</li> <li>Develop and refine UHSGT scenarios for analysis</li> </ul> <b>Quarterly Collaboration Workshops Begin</b>                                           |                                                                                                                                                                                                 |
| <b>Dec 8</b>                   | <b>Policy Committee 5</b> <ul style="list-style-type: none"> <li>Review and provide input for draft FRA Corridor ID proposal</li> <li>Review and provide input on Program Initiation strategy, incl. stakeholder engagement strategy</li> </ul>                                 | <ul style="list-style-type: none"> <li>UHSGT Corridor ID proposal ready to be submitted</li> <li>UHSGT project team ready to develop scopes of work to meet leg. requirements</li> </ul>        |
| <b>Future work</b>             | <ul style="list-style-type: none"> <li>Finalize and submit Corridor ID Program proposal</li> <li>Develop and endorse UHSGT scenario analysis</li> <li>Develop recommendations for UHSGT Coordinating Entity</li> <li>Develop and endorse stakeholder engagement plan</li> </ul> |                                                                                                                                                                                                 |



# Interim UHSGT Policy and Technical Committee Charter

The purpose of this document is to establish **interim** standard operating procedures and describe roles and responsibilities for the Cascadia Corridor Ultra-High-Speed Ground Transportation (UHSGT) Policy and Technical Committees. This charter will be reviewed and reconsidered at key milestones in the project, including upon award of US federal funding.

## PROJECT OVERVIEW

**Project Background:** In 2021, Governor Jay Inslee, Governor Kate Brown and Premier John Horgan signed an MOU committing each government to partner in advancing UHSGT in the Cascadia corridor. The MOU committed the entities to:

- Establishing a Policy Committee with representatives from Washington, Oregon, B.C., regional planning entities and the private sector.
- Advancing UHSGT work with a focus on equity, emissions reduction, inclusion, and community engagement
- Developing an organizational framework that facilitates inclusive input and decision-making
- Conducting an equitable community outreach and engagement process along the Cascadia corridor, coordinated with legislators
- Jointly pursuing funding opportunities to continue the project

The MOU states, “these activities will lay the groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers and positioning the corridor for future funding opportunities and efficient environmental clearance.”

**Project Scope:** In 2022, the Washington Legislature provided \$4 million in funding (ESSB 5689, Sec. 223) to commence the UHSGT work envisioned by the MOU. Currently, the project is in the program initiation phase, with a scope of work defined by the 2022 legislative proviso as described below.

- a. Developing an organizational framework that facilitates input in decision-making from all parties;
- b. Developing a public engagement approach with a focus on equity, inclusion, and meaningful engagement with communities, businesses, federal, state, provincial, and local governments including indigenous communities;
- c. Developing and leading a collaborative approach to prepare and apply for potential future federal, state, and provincial funding opportunities, including development of strategies for incorporating private sector participation and private sector contributions to funding, including through the possible use of public-private partnerships;
- d. Beginning work on scenario analysis addressing advanced transportation technologies, land use and growth assumptions, and an agreed to and defined corridor vision statement; and

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## CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

- e. Developing a recommendation on the structure and membership of a formal coordinating entity that will be responsible for advancing the project through the project initiation stage to project development and recommended next steps for establishment of the coordinating entity. Project development processes must include consideration of negative and positive impacts on communities of color, low-income households, indigenous peoples, and other disadvantaged communities.

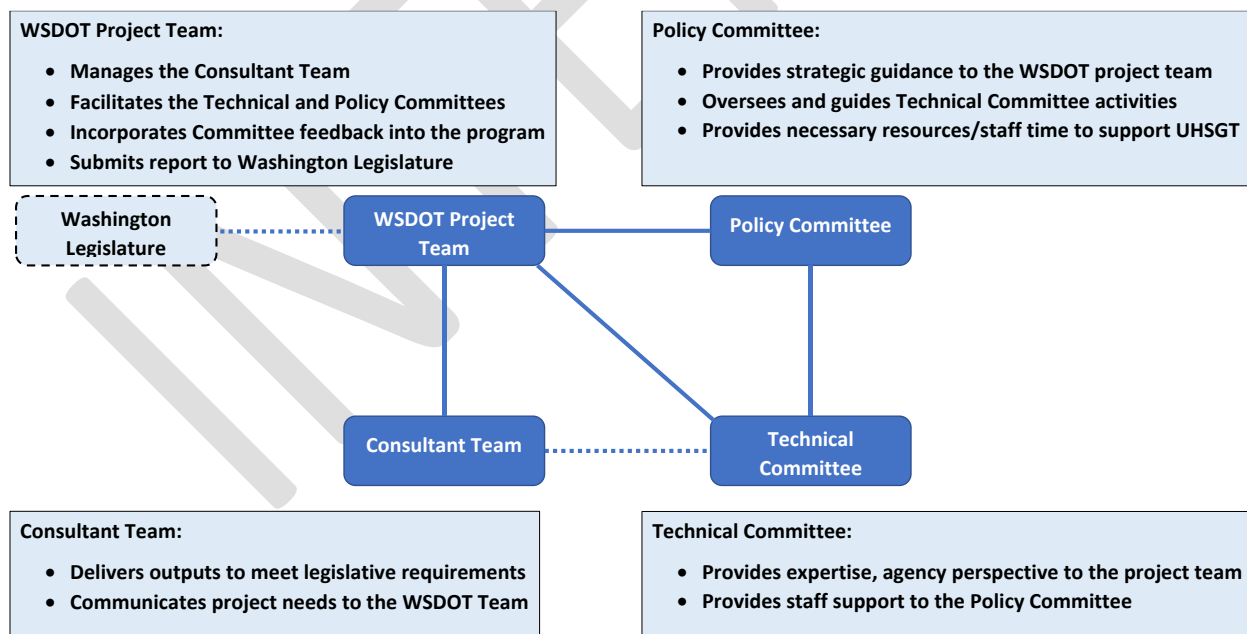
If additional funding or direction is provided in the future, the project scope will be revised.

**Project Schedule:** UHSGT work will be carried out in several phases. In the short-term, the UHSGT team is working toward several key milestones:

- Q4 2022: Developing and leading a collaborative approach to prepare and apply for potential future funding in response to a federal Notice of Funding Opportunity (anticipated).
- Through summer 2023: developing and implementing other legislative requirements as appropriate
- June 2023: Delivering a report to the Washington legislature on the progress completing work elements in the budget proviso.

The project scope may also need to be revised should the project receive federal assistance and based on project demands that arise.

### Organizational structure



### COMMITTEE OVERVIEW

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## CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

**Purpose:** The Policy Committee will provide corridor leadership and policy guidance on UHSGT planning and program initiation work. Policy Committee members will support UHSGT program initiatives and provide input on decisions at key milestones. The Technical Committee will engage in regular dialogue and issue review and resolution with the UHSGT team and provide staff-level support to Policy Committee member understanding and decision-making. The UHSGT committees will discuss topics of relevance to UHSGT work, provide constructive feedback, and contribute the necessary resources to advance the program.

### PARTICIPATION

**Membership commitment:** Policy and Technical Committee member organizations will designate staff to appropriately represent the organization at committee meetings. Committee members will review briefing materials or decision documents prior to meetings. Committee members will contribute with a sense of ownership and respect towards others' priorities and needs.

#### Member organizations

|                                                          | Policy Committee<br>Representative | Technical Committee<br>Representative |
|----------------------------------------------------------|------------------------------------|---------------------------------------|
| B.C. Ministry of Transportation                          | ✓                                  | ✓                                     |
| B.C. Intergovernmental Relations<br>Secretariat          | ✓                                  |                                       |
| Translink                                                | ✓                                  |                                       |
| Washington Department of Transportation                  | ✓                                  | ✓                                     |
| Washington State Legislature—House of<br>Representatives | ✓                                  |                                       |
| Washington State Legislature—Senate                      | ✓                                  |                                       |
| Puget Sound Regional Council                             | ✓                                  | ✓                                     |
| Oregon Department of Transportation                      | ✓                                  | ✓                                     |
| Oregon Metro                                             | ✓                                  | ✓                                     |
| Cascadia Innovation Corridor                             | ✓                                  |                                       |

---

## CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

**Alternates:** Named committee members are encouraged to attend all meetings. If alternates must attend in their place, they will have the same responsibility of standing members. Alternates are requested to keep members they're substituting for up-to-date on pertinent information throughout the process.

### ROLES AND RESPONSIBILITIES

**Policy Committee Members:** Policy Committee members bring unique perspectives to the Committee and are encouraged to work collaboratively toward a shared vision. The goal is for members to become informed about the work, meaningfully contribute to the discussion, and serve as an ambassador to the interests, areas, and communities they represent. Specifically, Policy Committee members will:

- Work with their staff on the Technical Committee to understand the scope of the issues, and potential approaches to reach solutions
- Speak openly and directly about challenges or concerns with specific UHSGT issues
- Bring a valuable and informed perspective and contribute useful information to the process
- Attend meetings and follow through on promises and commitments
- Work collaboratively, constructively, and creatively to help advise the UHSGT project team
- Abide by the ground rules
- Meet on a quarterly basis unless otherwise provided for by the committee
- Reach consensus in a collaborative environment when key policy direction is needed

**Technical Committee Members:** Technical Committee members engage in greater detail about UHSGT issues to identify key decision points for Policy Committee discussion. Like the Policy Committee, members should become informed about the issues, contribute useful information to the discussion, and serve as an accurate and objective information conduit with others outside of UHSGT work. Specifically, Technical Committee members will:

- Engage with Policy Committee members to keep them informed about UHSGT issues and key decision points
- Speak openly and directly about challenges or concerns with specific UHSGT issues
- Bring a valuable and informed perspective and contribute useful information to the process
- Attend meetings and follow through on promises and commitments
- Work collaboratively, constructively, and creatively to help advise the UHSGT project team
- Abide by the ground rules
- Meet on a more regular basis with a cadence necessary for meeting the roles and responsibilities of the committee

**WSDOT Project Team:** The WSDOT Project Team is responsible for administering the program, managing consultant work, and for meeting legislative requirements for UHSGT commensurate with available resources. They will work to facilitate corridor dialogue, advance the administrative elements of the project, manage consultant support, and maintain operation of the Policy and Technical Committees. Specifically, the WSDOT team will:

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## CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

- Manage program administration and the work necessary to meet legislative requirements, while incorporating input from the Policy and Technical committees
- Provide a process that supports constructive and productive dialogue and stays focused on the scope of work for Policy and Technical Committee meetings
- Provide data and facts to support the UHSGT committee process and work with committee members to ensure their ability to represent the concerns and interests of their organizations
- Ensure support for open, balanced, respectful dialogue and interest-based problem-solving and conflict resolution
- Track areas of alignment and divergence, recommendations, and next steps
- Submit report to Washington legislature

### PROCESS

The Policy Committee is anticipated to play a role in advancing several key milestones for the project, including:

- Developing the project vision, advising the WSDOT Project Team on scenario analysis, and reviewing and making recommendations on UHSGT scenario analysis outputs
- Advising the WSDOT Project Team on and reviewing and making recommendations for UHSGT coordinating entity structure
- Advising the WSDOT Project Team on community engagement strategies and reviewing and making recommendations on stakeholder engagement plan
- Advising the WSDOT Project Team on the approach to developing, as well as reviewing, making recommendations, and endorsing federal grant application(s)

**Decision-Making:** The Policy Committee will practice consensus decision-making. For each topic of discussion, Policy Committee members will seek general agreement and an acceptable resolution that can be supported by the group moving forward. Consensus means that Policy Committee members can live with the recommendation, it aligns with their interests and obligations, and can be supported by the committee member. Policy Committee members are committed to reaching decisions and developing recommendations collaboratively to achieve concurrence and build support from partners.

If the Policy Committee cannot reach consensus on a recommendation, the outcome of the discussion will be documented, reflecting the diverse interests represented among Policy Committee members. The UHSGT Team leadership will carry forward the documented outcome along with a recommended course of action to the appropriate decision maker.

The Technical Committee will not be a decision-making body, but instead frame up issues for Policy Committee member discussion.

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## CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

### **Communications** (subject to public disclosure laws)

- **Email:** Email will serve as the primary communication mechanism with the Policy Committee between meetings.
- **Meetings:** In-person Policy Committee meetings are preferred when it's safe and beneficial to do so. Technical Committee meetings will be virtual.
- **Contact list:** A current contact list, including email and phone numbers of Policy Committee and Technical Committee members will be maintained by the facilitator.

### **Committee Ground Rules**

- Honor the agenda
- Come to committee meetings prepared
- Treat one another with civility
- Respect each other's perspectives
- Listen and participate actively
- Speak from interests, not positions
- Seek common ground

## **DOCUMENTATION**

**Meeting Summaries:** Meeting summaries will capture key discussion points, action items, and areas of agreement. Meeting summaries will not be transcripts of the meeting. Draft summaries will be circulated to the Policy Committee for review and comment. The facilitator will incorporate comments as appropriate into the final summary.

### **MEETING SCHEDULE: 2022-2023**

The Policy Committee shall meet quarterly through the end of 2023 for 90-minute virtual meetings. If agreed to by Policy Committee members, occasional in-person meetings may be scheduled at a location acceptable to members. The Technical Committee will meet every two weeks for 60-minute virtual meetings. Technical Committee meetings may be changed to monthly following submission of the federal funding application.

## **CHARTER ADOPTION AND AMENDMENT**



August 1, 2022

The Honorable Pete Buttigieg  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Federal Rail Administration Docket No. FRA-2022-0031 Expression of Interest

Dear Secretary Buttigieg:

This letter is intended to serve as an expression of interest in response to the May 12, 2022, Notice of Establishment of the Corridor Identification and Development Program. The Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) look forward to jointly submitting a proposal for a Cascadia Corridor under the program. The proposal will be developed in collaboration with the Province of British Columbia, Canada.

The proposed Cascadia corridor will strengthen connections between Metro Vancouver, B.C., and the metropolitan areas of Seattle, WA, Portland, OR and Eugene, OR. The corridor includes a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service. These systems will work in tandem to connect economies, communities, and transportation systems across our Cascadia corridor, building on past investments, reflecting current priorities, and meeting the needs of our future.

WSDOT and ODOT appreciate this opportunity to respond to the Notice of Establishment. Please contact Ron Pate, WSDOT Rail Freight, and Ports Division Director at [paterd@wsdot.wa.gov](mailto:paterd@wsdot.wa.gov) and Karyn Criswell, ODOT Public Transportation Division Administrator at [Karyn.C.Criswell@odot.state.or.us](mailto:Karyn.C.Criswell@odot.state.or.us) with any questions regarding this submittal.

Sincerely,

Roger Millar, PE, FASCE, FAICP  
Washington Secretary of Transportation

Kris Strickler  
Director, Oregon Department of Transportation

cc: Ron Pate, WSDOT  
Karyn Criswell, ODOT



Materials following this page were distributed at the meeting.

## Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties, 10/17 to 11/30\*

Unidentified man, walking, SE Powell Blvd near 138th, Portland, Multnomah, 11/21

Donna Lee De La Rosa, 80, driving, SW Murray Blvd & SW Gordonite, Beaverton, Washington, 11/14

Ku Nay Htoo, 55, walking, NE 162nd Ave & NE Fargo St, Portland, Multnomah, 11/8

Morgan Ashley Martin, 34, driving, Mt Hood Hwy, Washington, 11/4

Leo Edward Vanderzanden, 70, driving, OR 47 Nehalem Hwy near Forest Grove, Washington, 11/3

Eric Daniel Echtenaw, 63, walking, US 26 Mt Hood Hwy near SE Paha Loop, Clackamas, 11/3

Brent Boerger, 61, motorcycling, NE 8TH St & NE Burnside Rd, Gresham, Multnomah, 10/23

Gail Renay Thayer, 67, walking, Holcolmb Blvd & Front Ave, Oregon City, Clackamas, 10/28

Adam Joseph Guyton, 37 motorcycling, NE Cornelius Pass Rd & NE Nicholas Ct, Hillsboro, Washington, 10/19

Unidentified persons (double), driving, S Dryland Rd, Clackamas, 10/23

Hupert Armespena, 28, driving, OR211 Clackamas Hwy, Clackamas, 10/18



*\*ODOT initial fatal crash report as of 11/30/22, police and news reports*





# TPAC Agenda Item

## December FFY 2023 Formal MTIP Amendment

**Resolution 22-5299**

**Amendment # DC23-04-DEC**

**Applies to the 2021-26 MTIP**

Modification #1 to the  
Amendment Bundle

### Agenda Support Materials:

- Draft Resolution 22-5299
- Exhibit A to Resolution 22-5299 (MTIP Worksheets)
- Staff Narrative. No attachments

December 2, 2022

Ken Lobeck

Metro Funding Programs Lead

# December FFY 2023 Formal MTIP Amendment

## Overview: Clean-ups involving scope adjustment, limit changes, combining, and a needed project conversion

- ~~6~~ 4 total projects in the amendment bundle:
  - Three ODOT Active Traffic Management (ATM) being split up and re-combined for improvement delivery efficiency
  - ~~○ 2 more ODOT safety upgrade projects completing scope and limits adjustments (Keys 21638 and 21614 are being removed from the amendment bundle)~~
  - Completing the annual Metro-TriMet fund exchange Preventative Maintenance project conversion for TriMet

# December FFY 2023 Formal MTIP Amendment

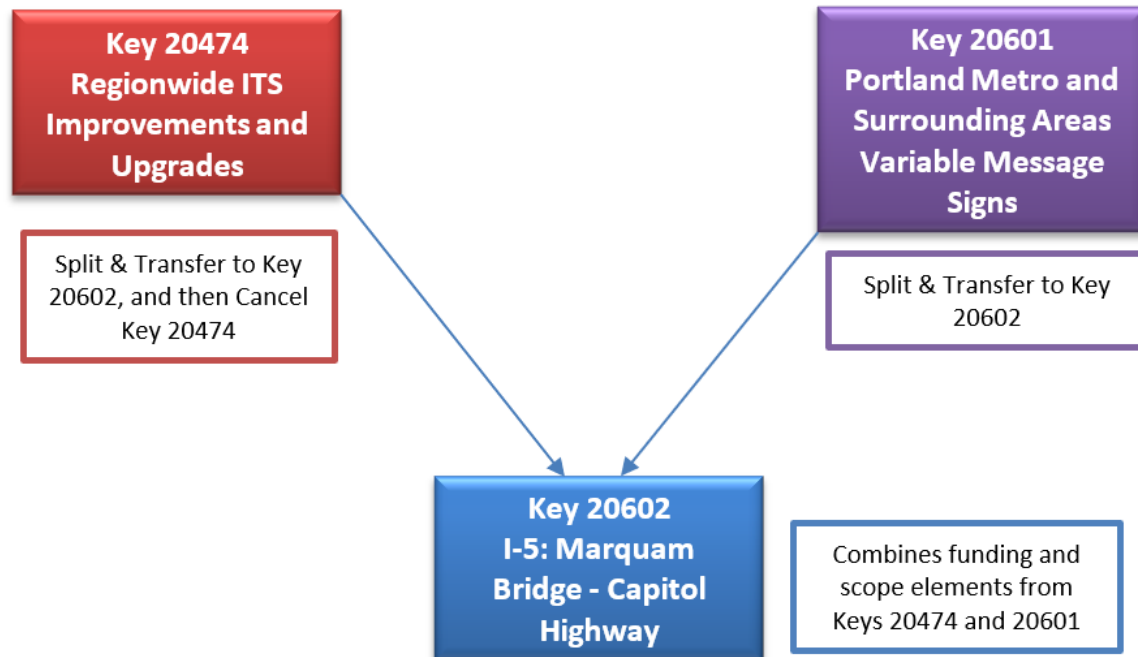
## Bundle Overview

- Cover briefly amendment bundle contents and open for discussion
- **Modification #1: Removes ODOT project Keys 21638 and 21614. Both projects processed and approved as part of the October 2022 Formal amendment bundle**
- Seek approval recommendation to JPACT for modified Resolution 22-5299:

**Provide JPACT an approval recommendation of Resolution 22-5299 consisting of ~~six~~ four amended projects enabling federal reviews and fund obligations to then occur.**

# December FFY 2023 MTIP Amendment Bundle

## ODOT Active Traffic Management Keys 20474, 21601, & 21602 split and recombining action



Note: ODOT's Active Traffic Management (ATM) program identifies where investments in real-time message signing and other intelligent transportation systems will benefit highway operations. Core recommendations include variable speed signs, queue warning signs and traveler information signs at strategic locations to improve safety.

# December FFY 2023 MTIP Amendment Bundle

## Strike Keys 21638 & 22614 from December Amendment Bundle

### ● ~~Key 21638:~~

- ~~○ Description: Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of the highway~~
- ~~○ Name change: From ~~OR213: 1-205-OR211~~ to be~~
- ~~○ ~~OR213: Glen Oak Rd - S Barnards Rd Sec~~~~
- ~~○ Full proposed safety improvements not required~~
- ~~○ Revising project limits and adjusting funding~~
- ~~○ Major limits changes exceed 1 mile which triggers the need for the formal amendment~~



# December FFY 2023 MTIP Amendment Bundle

## Strike Keys 21638 & 22614 December Amendment Bundle

### ● ~~Key 22614:~~

- ~~○ Description: Update signals and improve intersection warning signage to improve safety on this section of highway~~
- ~~○ Name Change: From ~~US24: SE 8<sup>th</sup> Ave – SE 87<sup>th</sup> Ave~~ to be ~~US26: SE 8<sup>th</sup> Ave – SE 58<sup>th</sup> Ave~~~~
- ~~○ Revising project limits and funding based ODOT's Traffic Section adjusted scope and limits recommendations~~
- ~~○ Major limits changes exceed 1 mile and scope/cost trigger the need for the formal amendment~~

# December FFY 2023 MTIP Amendment Bundle

## Scope Change and Advance TriMet's Preventative Maintenance Support project in Key 22164

- TriMet Preventative Maintenance Support project:
  - Updating TriMet's project as part of annual Metro-TriMet Transit Oriented Development (TOD) fund exchange
  - Metro trades Surface Transportation Block Grant funds for Local funds from TriMet
  - Key 22164 acts as a TOD placeholder project until TriMet confirms how they wish to use the STBG
  - TriMet will use the STBG to support their annual Preventative Maintenance program
  - Updating and advancing the Key 22164 to FFY 2023
  - ODOT will assign a new Key number for the project

# MPO CFR Compliance Requirements

## MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
  - Reviewed for possible air quality impacts
  - Verified as a Regionally Significant project status
  - Verified correct location & scope elements in the modeling network
  - Verified RTP and MTIP project costs consistent
  - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification (*No obligations/impacts*)
- ✓ Completed public notification plus OTC approvals required completed for applicable ODOT funded projects (*OTC approval not applicable*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No impacts*)

# December FFY 2023 Formal Amendment

## Approval Timing

| Action                                                                                                                                      | Target Date             |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Start 30-day Public Notification/Comment Period<br><b>Note: Amendment reposting necessary to indicate Keys 21638 and 21614 are removed)</b> | November 29, 2022       |
| <b>TPAC Notification and Approval Recommendation</b><br>Based on Modification #1                                                            | <b>December 2, 2022</b> |
| JPACT Approval and Recommendation to Council                                                                                                | December 15, 2022       |
| End 30-day Public Notification/Comment Period                                                                                               | December 30, 2022       |
| Metro Council Approval                                                                                                                      | January 5, 2023         |
| Final Estimated Approvals                                                                                                                   | Early February 2023     |

# December FFY 2023 Formal MTIP Amendment

## Discussion, Questions, and Approval Request

- Open up to discussion and Questions
- Approval request includes completing necessary corrections
- Modified Approval Request - Staff request is for:
  - TPAC to provide JPACT an approval recommendation of Resolution 22-5299 consisting of additions or changes to 4 projects enabling federal reviews and fund obligations to then occur (and includes the removal of Keys 21638 and 21614)

# TPAC Agenda Item

## **HIP Exchange and Funding Recommendations**

### **Resolution 22-52XX**

#### Agenda Support Materials:

- Draft Resolution 22-52XX
- Staff Narrative. No attachments

December 2, 2022

Ken Lobeck  
Metro Funding Programs Lead

# Inflation and RFFA Project Implementation

RFFA = Regional Flexible Funds Allocation

- High inflation has been negatively impacting project delivery for the past couple of years
- Transportation Construction inflation index calculated at 32.4% from 2018 to 2022
- RFFA projects awarded funds prior to 2019 could not have anticipated this level of cost increase
- RFFA projects attempting to go to bid and obligate funds in the coming year but facing shortfalls
- Existing solutions are to cover added cost with local funds or down-scope the project



# HIP Funding Apportionment

- Recently, Oregon received a one-time allocation of Highway Infrastructure Program (HIP) funds
- Metro, as one of Oregon's large MPOs, receives a sub-allocation of these funds
- Total Metro allocation is \$3.85 million of federal HIP funds

# HIP Funds and Their Purpose

- HIP funds:
  - Support roadway capital improvement projects
  - Primarily support construction phase activities
  - Have eligibility restrictions for their use
  - Include a shelf-life obligation condition that the funds must be obligated before the end of FFY 2023 (September 30, 2023).
  - Funds lapse after FFY 2023.

# Fund Exchange

- Fund swap negotiated with ODOT for less restrictive federal funds to broaden eligibility of project types
- Metro & ODOT developed a fund swap plan with conditions to exchange the HIP funds:
  - Still obligate by the end of FFY 2023
  - Requested to be applied to a project's construction phase if possible
  - Define Metro's intent to commit the funds

# Allocation Approach

- Provide supplemental funding support to existing RFFA funded projects impacted by recent inflationary cost increases
- Consistent with existing RFFA Program Direction, fund projects throughout the region
- Allows for partial support to address the funding shortfalls, but shortfalls still exist

# Project Funding Conditions

- Funding conditions include:
  - Supplemental funding is “on-top-of” existing programming to address funding shortfalls caused by inflationary cost increases
  - Apply to the construction phase if possible
  - Can’t supplant existing local overmatching funds committed to the project
  - Obligate the funding during FFY 2023

# Allocation Process and Funding Recommendations

- Reviewed RFFA projects and candidate projects identified that met criteria
- Biggest restriction was the FFY 2023 deadline for obligation of funds
- Seven projects recommended for supplemental funding to help offset inflationary cost increases:
  - Key 19276 - Clackamas County:  
Jennings Ave Ped/Bike, \$577,500

# Funding Recommendations

- Supplemental funding recommendations – continued:
  - Key 19327 – Tigard:  
Fanno Creek Trail, \$695,605
  - Key 18758 Split – ODOT OR8 & Beaverton Canyon Rd project, \$325,948
  - Key 22197 – Washington County:  
Aloha Access Improvements, \$325,947

# Funding Recommendations

- Supplemental funding recommendations – con't:
  - Key 20812 – Portland:  
Brentwood Darlington Ped/Bike Improvements,  
\$282,483
  - Key 20813 – Portland:  
NE Halsey St Ped/Bike/Transit Improvement,  
\$900,000
  - Key 17270 – Port of Portland:  
40 Mile Loop Trail, \$742,517



# HIP Exchange & Funding Recommendations

## Revised Approval Timing

| Action                                               | Target Date             |
|------------------------------------------------------|-------------------------|
| <b>TPAC Notification and Approval Recommendation</b> | <b>December 2, 2022</b> |
| JPACT Approval and Recommendation to Council         | January 18, 2023        |
| Metro Council Approval                               | February 5, 2023        |
| Initiate IGA and MTIP amendments                     | February 5, 2023        |
| Move forward with obligation requests                | March-April 2023        |

# HIP Exchange and Funding Recommendations

## Discussion, Questions, and Approval Recommendation

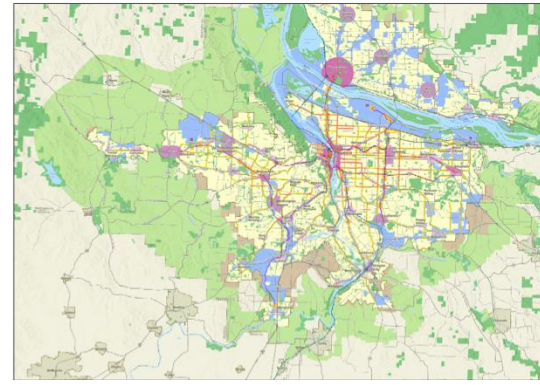
- Open up to discussion and questions
- Approval Request - Staff request is for:  
TPAC to provide JPACT an approval recommendation of Resolution 22-52XX to approve the proposed supplemental funding allocations to the seven identified projects.

# 2023 Regional Transportation Plan

## 2023 RTP Call for Projects

TPAC

Dec. 2, 2022





# Today's purpose

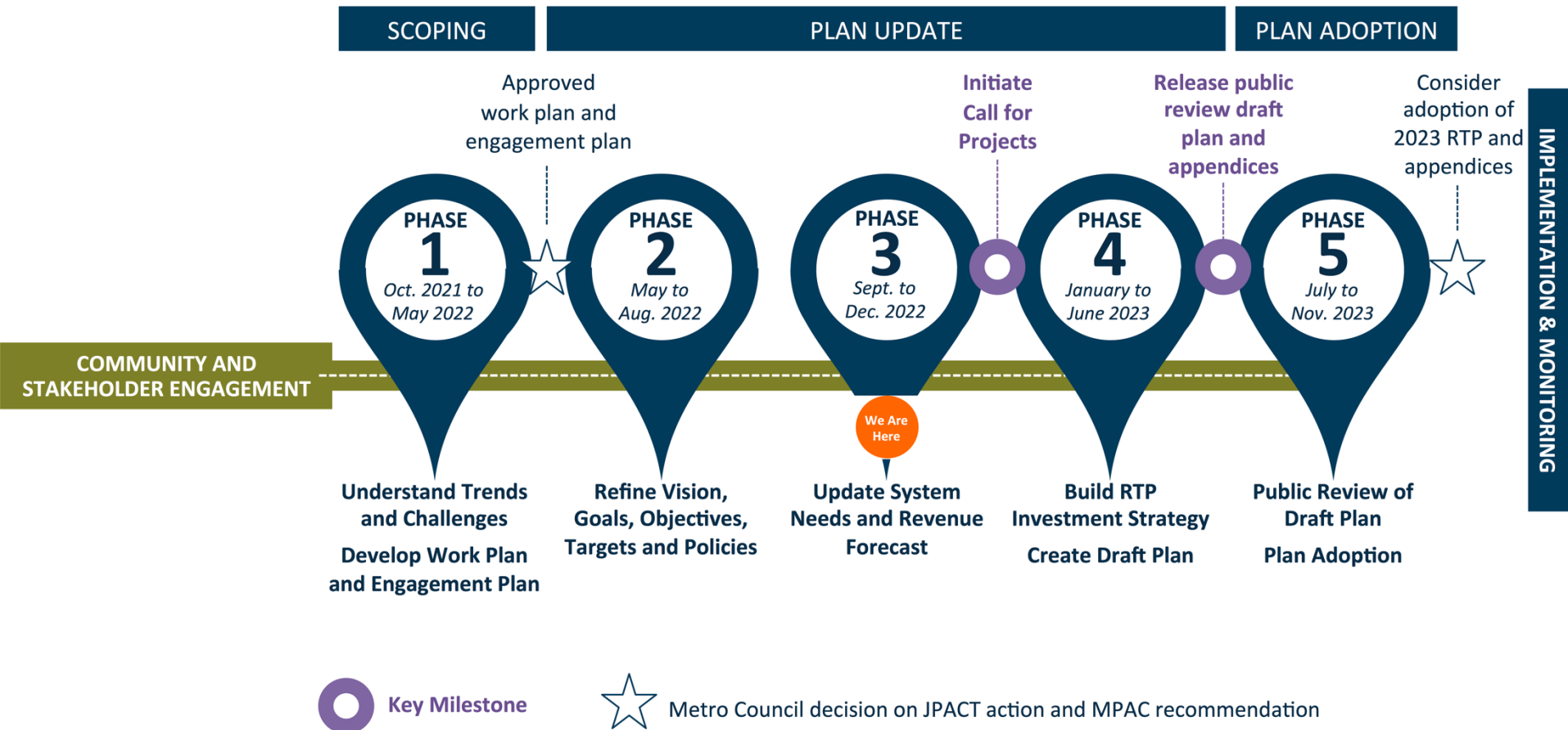
**Seek TPAC recommendation to JPACT**

**Draft motion:**

Recommend that JPACT support moving forward with the 2023 RTP Call for Projects process using the policy framework and project list cost targets.



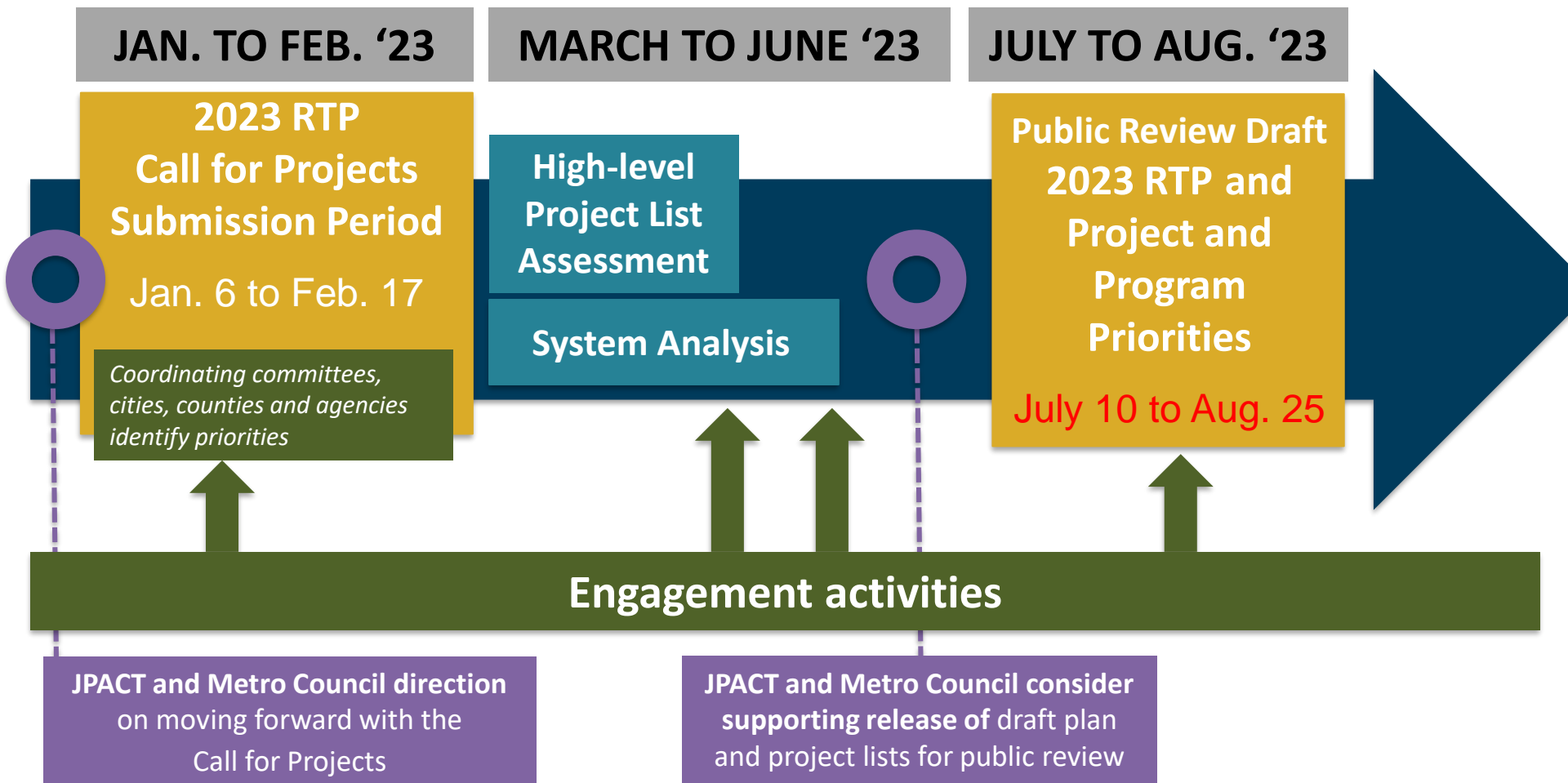
# Timeline for the 2023 RTP update



# 2023 RTP Call for Projects

## Where we are going

Note: updated dates shown in red



# 2023 RTP Call for Projects

## Where we are now

SEPT. TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

JAN. TO FEB. '23

RTP  
Call for Projects  
Submission  
Period

Jan. 6 to Feb. 17

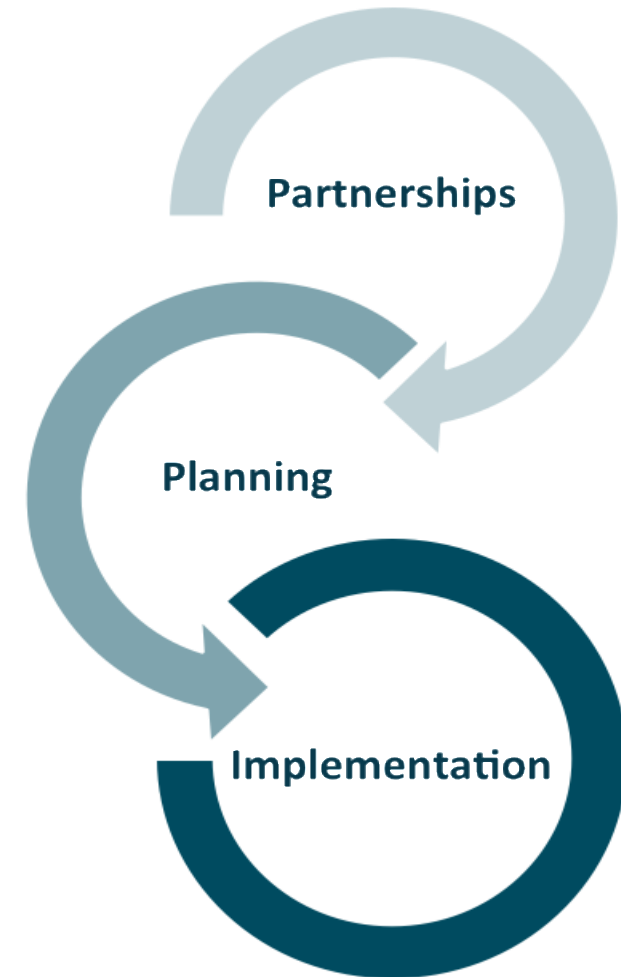
Engagement activities

JPACT and Metro Council direction  
on moving forward with the  
Call for Projects

## 2023 RTP Call for Projects

# Updating the region's priorities

- **Call for Projects from Jan. 6 to Feb. 17, 2023**
- **Cities, counties, agencies and county coordinating committees build draft RTP list for evaluation, review, and refinement:**
  - **Constrained priorities** – region's top priorities given current funding outlook
    - **Near-term** (2023 to 2030)
    - **Long-term** (2031 to 2045)
  - **Strategic priorities** – additional priorities the region agrees to work together to advance (2031 to 2045)
- **Capital costs targets set budget** based on draft revenue forecast and determine how many projects may be submitted

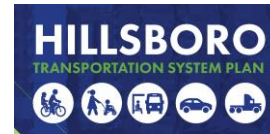




## 2023 RTP Call for Projects

# Where do RTP projects come from?\*

- Transportation system plans
- Regional planning
- Concept planning
- Subarea, corridor and topical plans and studies
- Comprehensive plans
- Capital improvement plans
- Project development
- Transit service plans
- Legislature



\*All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment

## 2023 RTP Call for Projects

# What projects are eligible?

Projects that:

- ❑ are located on the designated regional system and within the MPA boundary\*
- ❑ help achieve RTP vision, goals, targets and policies
- ❑ come from adopted plans or strategies that had opportunities for public input
- ❑ cost at least \$2 million or be bundled with like projects

\*The metropolitan planning area (MPA) is designated as the Portland urbanized area under federal law and designated by the Governor of Oregon.



RTP Transportation Networks

## 2023 RTP Call For Projects

# Capital project costs: 2023-45

### 2018 RTP project cost information

- Metro will inflate projects costs from 2016 dollars to 2023 dollars - 40% increase
- Agencies will review project cost data and adjust as appropriate

### Year-of-expenditure project cost information

- Call for Projects process includes updating and prioritizing projects in two time periods: 2023-2030 or 2031-45
- Metro will provide guidance on inflation calculation

**Total project costs must equal forecasted revenues**



## 2023 RTP Call For Projects

# Draft revenue forecast calculations

### Local Agencies

- Locally generated revenues available after maintenance spending
- Federal funding to local agencies by sub-region: \$2.2 billion total



### Transit Agencies

- Locally generated revenues
- State revenues to transit agencies
- Federal funding



### ODOT

- Federal and State generated revenues forecast for ODOT spending in Metro region after spending on maintenance
- Tolling revenues not yet forecasted



## 2023 RTP Call for Projects

# Draft project list cost targets (capital projects)

**Draft RTP cost targets for capital projects, in millions of YOE dollars**  
(subject to refinement)

12/2/22 draft

| Agency/County coordinating committee | Constrained List Cost Target         |                                      | Strategic List Cost Target           | Total RTP List Cost Target           |
|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
|                                      | 2023-2030<br>(millions, YOE dollars) | 2031-2045<br>(millions, YOE dollars) | 2031-2045<br>(millions, YOE dollars) | 2023-2045<br>(millions, YOE dollars) |
| City of Portland                     | \$455.13                             | \$1,382.44                           | \$1,837.57                           | \$3,675.15                           |
| Clackamas County, Cities, & NCPRD    | \$315.13                             | \$890.15                             | \$1,205.28                           | \$2,410.55                           |
| Multnomah County and Cities          | \$135.82                             | \$391.05                             | \$526.86                             | \$1,053.72                           |
| Washington County, Cities & THPRD    | \$1,416.89                           | \$3,681.73                           | \$5,098.62                           | \$10,197.24                          |
| Oregon Dept. of Transportation       | \$0.000                              | \$0.000                              | \$0.000                              | \$0.000                              |
| TriMet & SMART (Transit Capital)     | \$2,009.20                           | \$3,514.80                           | \$ TBD                               | \$3,514.80                           |
| Metro                                | \$87.00                              | \$259.80                             | \$0.00                               | \$346.80                             |
| Port of Portland                     | \$17.04                              | \$36.52                              | \$53.57                              | \$107.13                             |

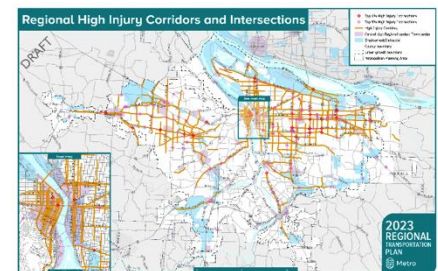
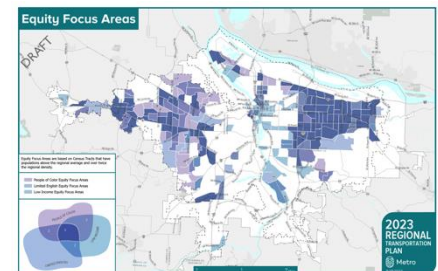
*The draft revenue forecast and cost targets for ODOT are under development.*



# 2023 RTP Call for Projects Policy Framework

## Policy framework for 2023 RTP

- RTP vision and goals
- Supporting measurable objectives and targets
- Supporting policies
  - 2040 Growth Concept map and policies
  - RTP transportation network maps and modal and design policies
  - Equity Focus Areas map and RTP equity policies
  - High Injury Corridors map and RTP safety policies
  - High capacity transit network map (draft) and RTP transit policies (draft)
  - Congestion management network map and RTP CMP policies
  - Other existing and new draft policies related to pricing and mobility



# Outcomes-based technical analysis

### High-level project list assessment

- Show how individual projects and draft project list advance each RTP goal
- Highlight projects that advance multiple goals

### System analysis

- Transportation analysis
- Equity analysis
- Climate analysis
- Environmental analysis



*Developed by JPACT and Metro Council  
in 2022*

## 2023 RTP Call for Projects

# Key dates

Note: updated date and information shown in red

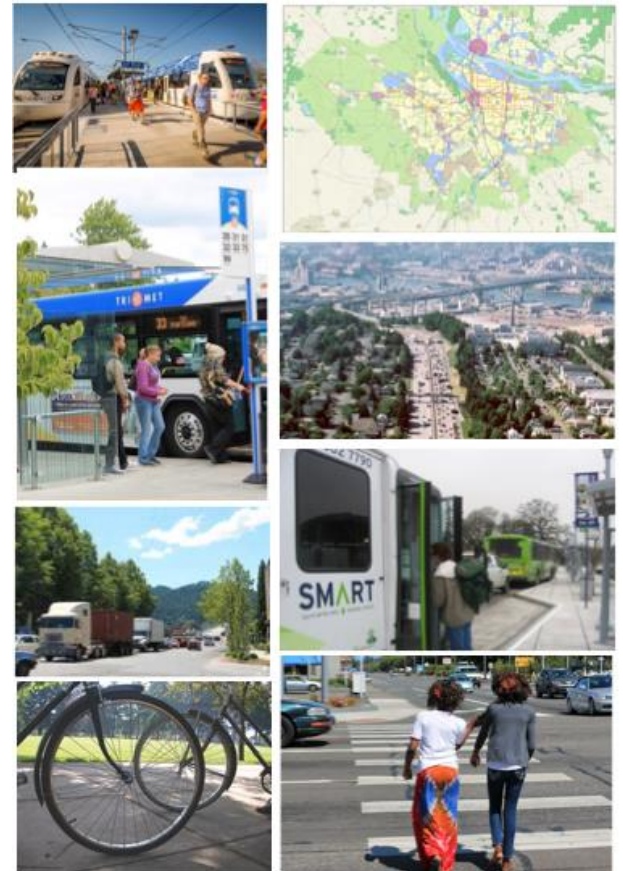
- |                   |                                                                                                                                                                                                                      |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Jan. 6</b>     | <b>Call for Projects begins and online Project Hub database available</b>                                                                                                                                            |
| <b>Feb. 17</b>    | <b><u>Deadline #1</u> Nominating agencies</b> submit required project information through online Project Hub <u>and</u> <b>coordinating committees</b> email project lists and endorsement letters to Metro          |
| <b>March-May</b>  | <b>Metro conducts technical analysis, Metro and CBOs seeks public input on draft lists, and reports findings</b> to Metro Council, and technical and policy committees, including county coordinating committees     |
| <b>May 24</b>     | <b><u>Deadline #2</u> Nominating agencies submit letters of endorsement</b> from governing bodies (if not already submitted) and <b>final project list changes</b> in the Project Hub based on feedback and analysis |
| <b>June 15/29</b> | <b>Milestone:</b> JPACT/Metro Council consider input and technical findings and support releasing the draft RTP and updated priorities for public review and adoption                                                |



# TPAC Recommendation Requested

## Draft motion:

Recommend that JPACT support moving forward with the 2023 RTP Call for Projects process using the policy framework and project list cost targets.



# Learn more about the **Regional Transportation Plan** at:



**Metro**

**Kim Ellis, AICP**

RTP Project Manager

[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

# Role of coordinating committees

- ❑ **Build a coordinated, sub-regional list of city and county project and program priorities** for the 2023-2045 time period in collaboration with state and regional partners
- ❑ **By Feb. 17, submit three packages within respective cost targets:**
  - 1 – “Constrained” priorities for 2023 to 2030
  - 2 – “Constrained” priorities for 2031 to 2045
  - 3 – “Strategic” priorities for 2031 to 2045
- ❑ **Submit endorsement letter stating packages are sub-region’s agreed upon priorities** for 2023 RTP, by Feb. 17

## 2023 RTP Call for Projects

# Role of cities and counties

- ❑ **Identify local priorities for regional system** for near-term and long-term in collaboration with each other and agencies
- ❑ **Work within coordinating committees/City of Portland to build a coordinated, sub-regional list of project and program priorities** for the 2023-2045 time period, by Feb. 17
- ❑ **Submit updated project information** for your priorities, by Feb. 17
- ❑ **Submit public engagement documentation**, by Feb. 17
- ❑ **Submit congestion management process form**, if applicable, by Feb. 17
- ❑ **Submit endorsement letter from city council/county board on priorities submitted on behalf of jurisdiction** for 2023 RTP by May 24

# Role of ODOT, TriMet, SMART and Port

- ☐ **Identify agency priorities for regional system** for near-term and long-term in collaboration with cities and counties and each other
- ☐ **Seek opportunities to partner with and/or leverage priorities** identified by county coordinating committees and City of Portland and each other
- ☐ **Submit updated project information** for your priorities, by Feb. 17
- ☐ **Submit public engagement documentation**, by Feb. 17
- ☐ **Submit congestion management process form**, if applicable, by Feb. 17
- ☐ **Submit endorsement letter from governing body on priorities submitted on behalf of agency** for 2023 RTP, by May 24



# Maintenance & Operations Costs

## Demonstrate adequately maintaining and operating the federal aid system

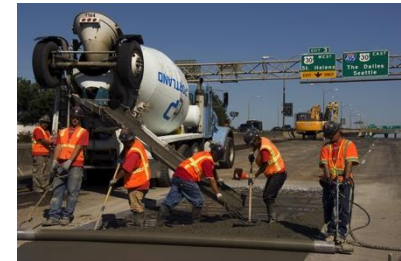
- Most of the federal aid road system is on ODOT facilities
- Will utilize existing asset management reporting

## Cost estimation by each agency is next task

- Start from 2018 RTP materials
- Have already received drafts from some agencies

## Subtract these costs from revenue estimates to calculate funds available for capital projects

- Basis for cost targets for project submissions



# Resources and tools to support partners

**RTP Hub online system and web page** with resources:

- **Project Submission Guide** – *a how to guide with more details about information to be updated/submitted in the hub*
- **RTP Map Tool** – *online resource maps and geospatial data of 2018 RTP projects, policy framework maps and data*
- **Cost estimate guidance** and workbook
- **Metro RTP staff liaisons**

Information will be available at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects>

# Cascadia Ultra-High-Speed Ground Transportation



TPAC Presentation

December 2, 2022

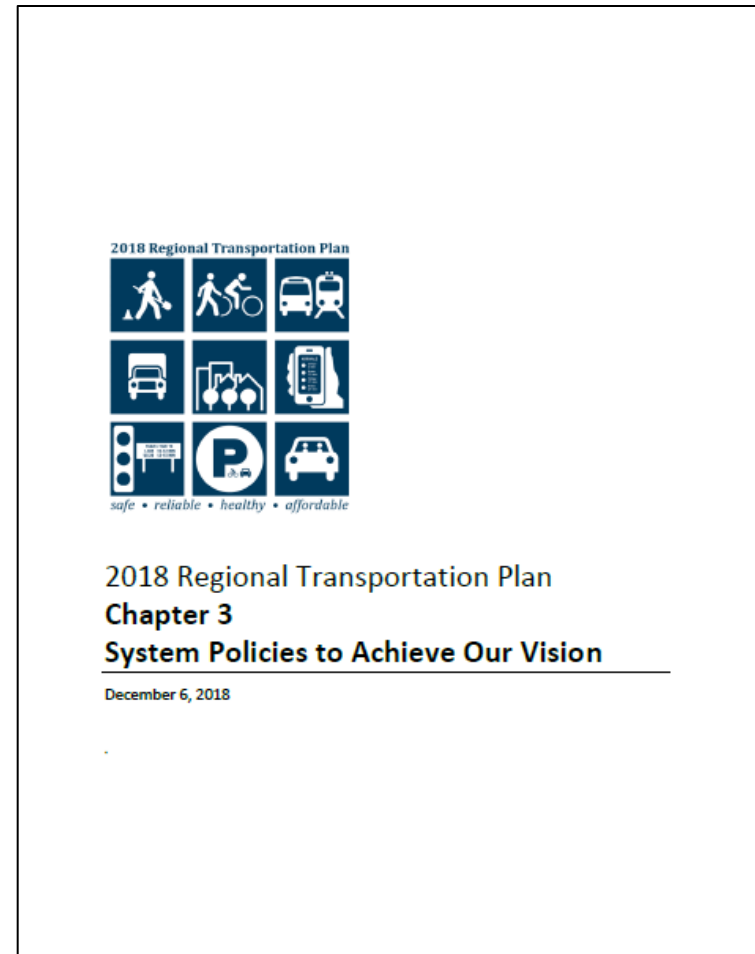
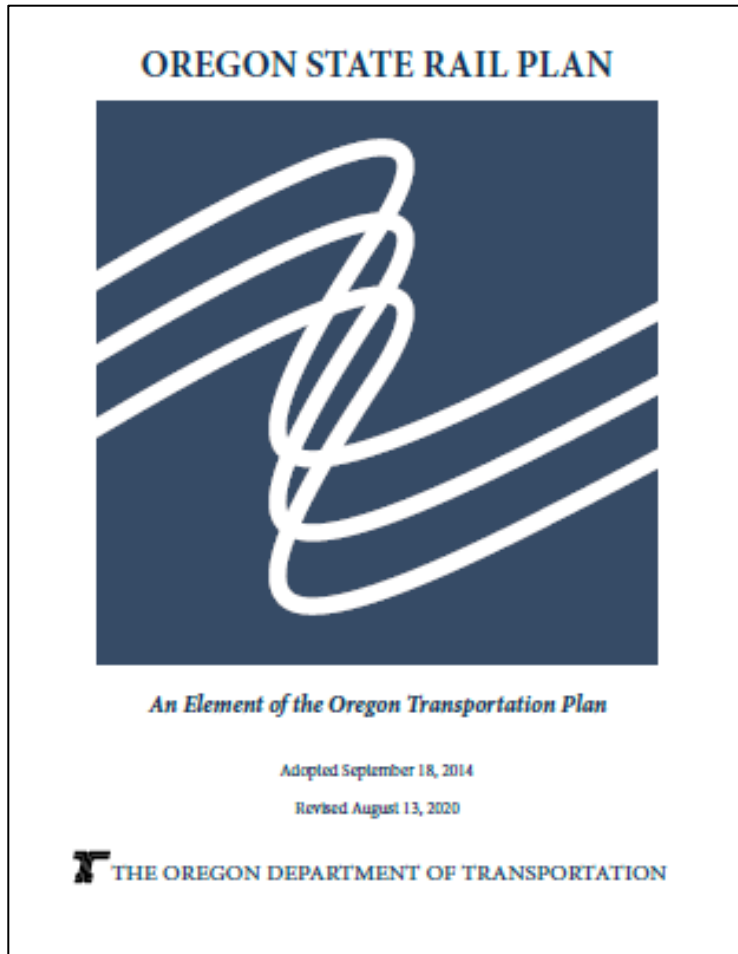
Ally Holmqvist | Senior Transportation Planner  
Metro

Jennifer Sellers | Rail Operations and Statewide Multimodal Network Unit Manager  
Oregon Department of Transportation

Jason Beloso | Strategic Planning Manager  
Washington State Department of Transportation



# Oregon State Rail Plan and Regional Transportation Plan

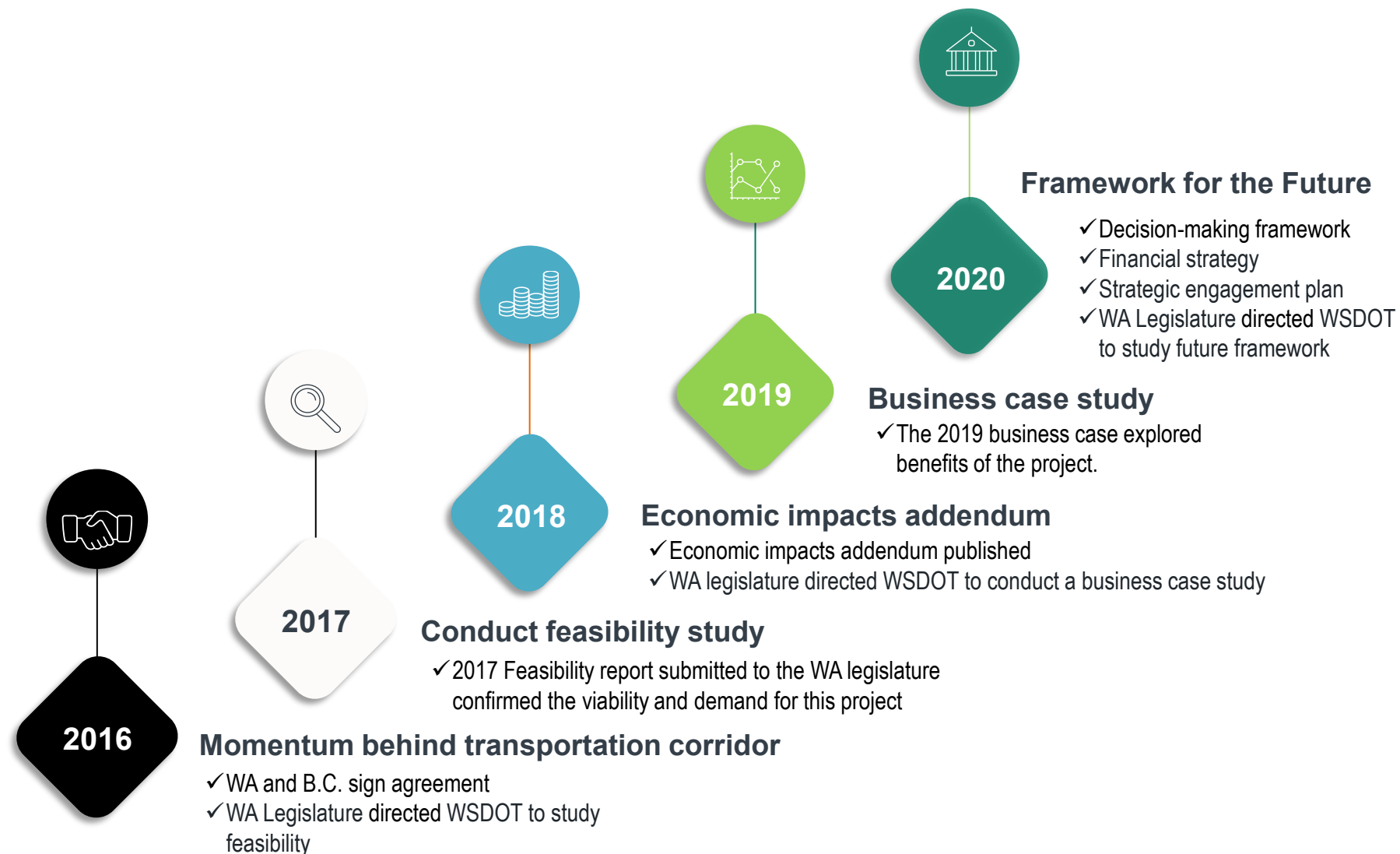


# UHS GT Program Context

- UHS GT is at the very beginning – **no major decisions** have been made
- We have **not started planning** for **alignments** or **station locations**
- UHS GT is a **partnership** between OR, WA, and BC – we see Oregon Metro leadership as critical
- It's important to **get this right**, even if it takes time



# Previous UHSGT studies



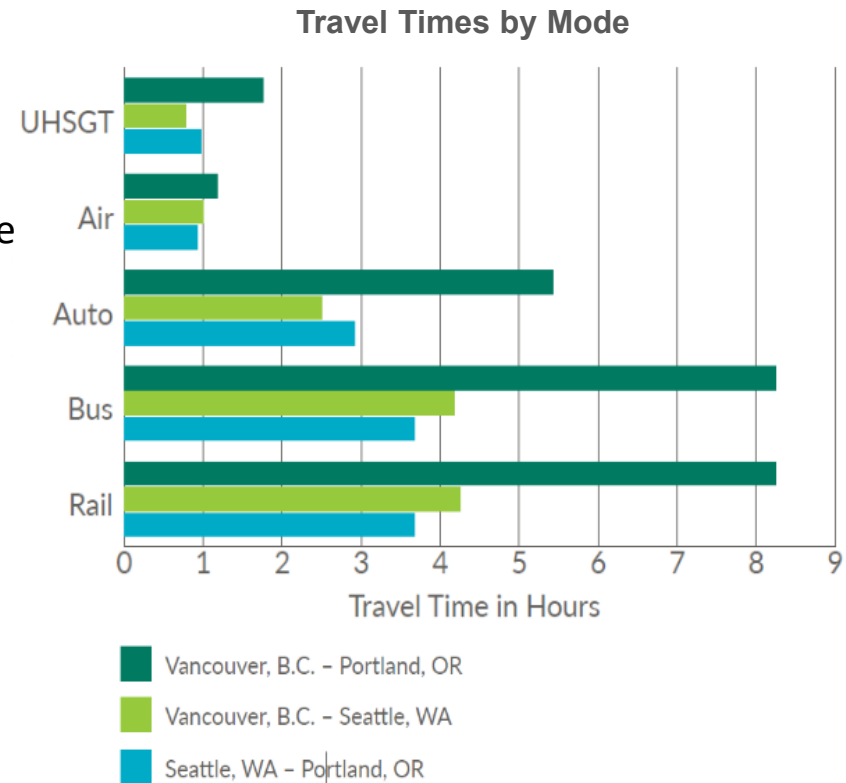
# UHSGT overview

## Summary

- Linking **Seattle, Portland, and Vancouver, BC metros**, with possible additional stops in between
- Speeds up to **250 mph (400 kph)**
- **Connections** to existing trains, transit, and rideshare options
- Anticipates **public and private investment**
- Estimated **economic growth** potential in excess of \$355 billion USD, with 200,000 new jobs related to construction and ongoing operations
- **Offsets** 6 million metric tons of CO<sub>2</sub> emissions

## Goals

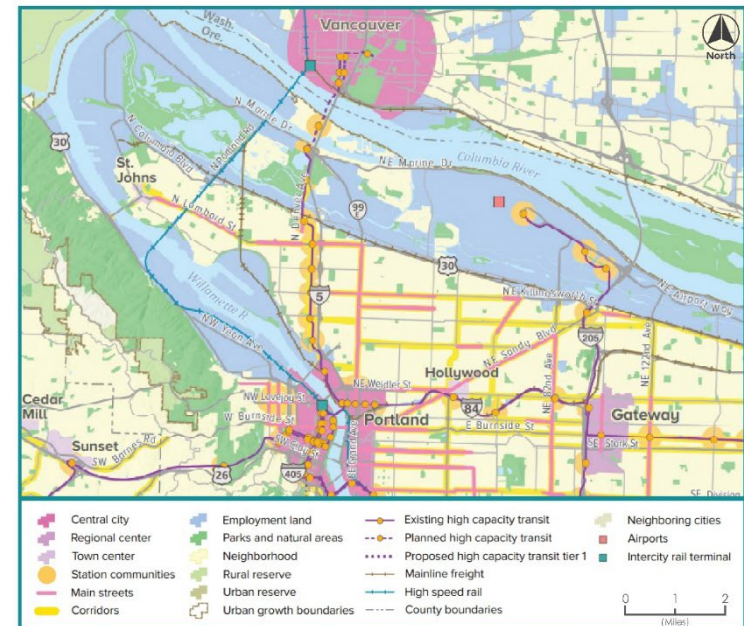
- **Efficient, equitable, and sustainable mobility**
- **Regional integration**
- **Economic growth and innovation**



# Early conceptual corridors

- Sought “sweet spot” for **tradeoffs** between adding stations and reducing travel time
- Evaluated **scenarios** and **services** with up to nine stations and modal connections
- Compared conceptual **stations** in downtown cores vs suburban sites vs airports
- Analyzed ability to construct a fairly straight alignment to **maximize** benefit of **technology**
- Looked at **topography** of corridor that will require tunneling, elevated tracks, bridges, and grade separation from roadways

## Ultra High-Speed Ground Transportation Study Station Screening Criteria GREATER PORTLAND Value Capture Potential



Planned future land use with higher density multi-use areas have potential to equate to higher value capture. Source: Oregon Metro 2040 Growth Concept

### Downtown Portland

The station is located in the Portland Metro “central city,” which serves as the principal business, employment, cultural and entertainment location for the region.

### Vancouver, WA

The station is located in downtown Vancouver, WA, which is designated as a “central city,” that exists north of Portland in Washington state.

### Portland Airport

The station is located in an “employment land” designation, which is defined by Oregon Metro as regionally significant industrial areas or employment areas that include a mix of employment uses.

# Maximizing program value and benefit



## Planning considerations

- Environmental and social **equity** needs to be at the forefront of decisions
- Balance possible transformations in small towns and weighing **job opportunities** with **quality of life** issues
- Promote innovation and **future industries**
- Encourage **infill development** possibilities and **high-capacity corridors**
- Enhance **connections** across industry clusters and transportation systems
- Advocate megaregion's future growth potential in **global market**



## LEGEND



### GOVERNANCE FRAMEWORK

- G1 Develop enabling agreement between the three jurisdictions
- G2 Develop governance structure for the Project Development Stage



### STRATEGIC ENGAGEMENT PLAN

- S1 Build support from decision-makers for Coordinating Entity
- S2 Develop/refine a project identity and vision
- S3 Initiate equitable local engagement
- S4 Initiate ongoing consultation with Tribes and Indigenous Communities
- S5 Build a broader coalition of support



### FUNDING AND FINANCE STRATEGY

- F1 Establish funding for Coordinating Entity
- F2 Evaluate federal and state/provincial funding options and develop a strategy for securing funding commitments
- F3 Pursue and secure federal and state/provincial funding opportunities
- F4 Evaluate best techniques for capturing value

# CASCADIA UHSGT FRAMEWORK FOR THE FUTURE

## DEVELOPMENT ENTITY

- Environmental Clearance
- Preliminary (NEPA/CEQA)
- Engineering/Design
- Risk Assessment
- Procurement and P3 Policies

## CONSTRUCTION

- Land Acquisition
- Vehicle Procurement
- Final Design
- Construction





# Recent developments

## Memorandum of Understanding

- BC, WA, and OR, signed November 2021
- Commits to **implementing** project initiation next steps

## UHS GT Policy Committee

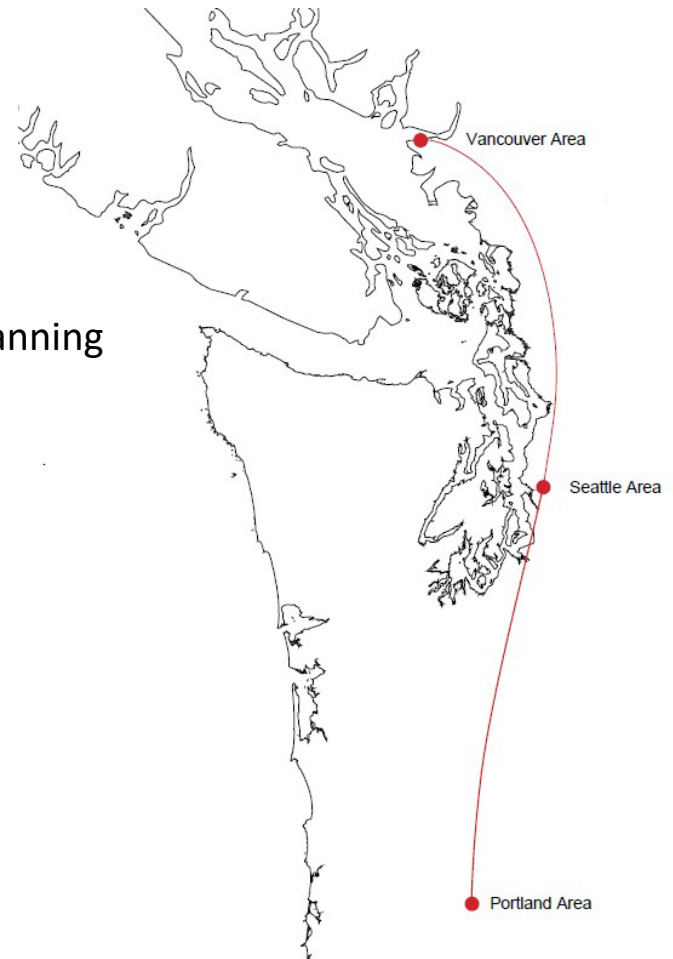
- Executive-level body representing transportation and planning agencies from BC, WA, and OR
- Coordinate and guide project initiation implementation

## WA State 2022 legislative session

- Transportation budget included \$4M for next steps
- Legislation included \$150M for match of federal grant opportunities

## US Federal Bipartisan Infrastructure Law (BIL)

- Signed into law in 2021
- Federal Railroad Administration Corridor ID Program May 2022



# Project initiation next steps

## Develop an organizational framework

- Build support from political **leadership**
- Develop enabling **agreement**

## Prepare and apply for funding

- Pursue **federal** funding from established and new funding programs
- Engage state/provincial governments and **regional stakeholders** to develop action plans for corridor funding
- Initiate conversations with interested private parties regarding **private contributions** and align **financing strategy** with project delivery approach

## Develop a public engagement approach

- Increase **awareness** and **education**
- implement robust, deep, and equitable **engagement** approach
- Build a broad **coalition** of support and develop a corridor **vision** and **identity**

## Begin scenario analysis

- Address **new technologies** and **growth assumptions**
- Integrate into state, regional and local **transportation plans**, including **growth management** plans

## Develop recommendation for Coordinating Entity

- **Structure and membership** for a formal entity to advance the program through project initiation
- Recommended **next steps** to establish the entity



Source: AECOM

# Policy and technical committee work to date

- Charter
- Program Vision
- Stakeholder Interviews
  - Consultant Work Plan
  - Engagement Plan
  - Funding
- FRA Corridor ID Program
  - Expression of Interest
  - Application Proposal



Puget Sound Regional Council



Cascadia  
Innovation  
Corridor

# Policy and technical committee work plan

## Current State and Gap Identification

*(Sept '22 – Nov '22)*

Discovery phase sprint to build our understanding of the current state, followed by a deep dive assessment until the end of November.

**Key Deliverables:** Gap Analysis

**Policy Committee Role:** Share insights and objectives for program

## Federal Funding and Grant Application Support

*(Oct '22 – Feb '23)*

Development of integrated funding strategy for near-term and next phase of work, including FRA Corridor ID grant application and additional grants as relevant.

**Key Deliverables:** US Federal Grant Application, Funding Strategy

**Policy Committee Role:** Input and review of grant applications

## Strategic Advisory and Program Governance

*(Dec '22 – Jun '23)*

Strategic recommendations on prioritized gaps, actions, and resources to advance the program.

**Key Deliverables:** Strategic Roadmap, Stakeholder Engagement Briefs, Initial Scenario Planning Outlook, Coordinating Entity Framework, Legislative Report

**Policy Committee Role:** Guidance on stakeholder engagement and scenario planning. Review Legislative Report

## Ongoing Engagement With Policy Committee



Interviews to understand objectives, priorities and current state



Collaboration workshops to share findings and build momentum



Quarterly formal Policy Committee Meetings

# Additional information

## Ultra-High-Speed Ground Transportation Study

[wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study](https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study)

“We are living in unprecedented times that call on us to envision our future in new ways. Transformative infrastructure projects like this one could help us rebuild our economy in the short term and provide us with a strong competitive advantage in the future. Imagine fast, frequent and reliable travel with the potential for zero emissions and the opportunity to better compete in a global economy. It could transform the Pacific Northwest.”

— Washington Governor Jay Inslee

“Improving connectivity in the Pacific Northwest region through ultra high-speed rail presents enormous potential for job and economic growth on both sides of the border. This study provides a path forward for British Columbians and gives us a clearer vision of what can be achieved when we all work together.”

— British Columbia Premier John Horgan

“High-speed rail will shrink travel times throughout the Cascadia Corridor, providing a strong transportation core for our region. This report provides a valuable roadmap for making this international project a reality.”

— Microsoft President Brad Smith

“Bringing high-speed rail to the Pacific Northwest would bolster our economies while contributing to our efforts to combat climate change. This study affirms that a regional high-speed rail system would yield an equitable and modern transportation infrastructure that benefits people, the environment, and the economy. This type of bold investment would help position our region for the future.”

— Oregon Governor Kate Brown