

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, June 7, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*
[Connect with Zoom](#)
Passcode: 765069
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Rose Quarter Formal MTIP/STIP Amendment Update (Ted Leybold)• 2027-30 STIP update (Chris Ford)• Fatal crashes update (Lake McTighe)	
9:30 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, May 3, 2024 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:35 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5422 <u>Recommendation to JPACT (action item)</u> Purpose: For the purpose amending or adding a total of five projects in the 2024-27 MTIP to meet federal transportation project delivery requirements.	Ken Lobeck, Metro
10:00 a.m.	Federal Transportation Redistribution Funding to Local Projects and Project Delivery Resolution 24-5414 <u>Recommendation to JPACT (action item)</u> Purpose: To request TPAC recommendation to JPACT approve of the Federal Transportation Redistribution Funding allocation proposal.	Ted Leybold, Metro Grace Cho, Metro
10:40 a.m.	<i>5-minute meeting break</i>	
10:45 a.m.	2028-2030 Regional Flexible Fund Program Direction Resolution 24-5415 <u>Recommendation to JPACT (action item)</u> Purpose: To request TPAC recommendation to JPACT to approve the program direction for the 2028-2030 Regional Flexible Fund Allocation.	Ted Leybold, Metro Grace Cho, Metro
11:30 a.m.	TriMet FX Plan – Introduction Purpose: Share the goals, contents, and timeline for jurisdictional and public engagement of the TriMet Frequent Express (FX) System Plan	Jonathan Plowman, TriMet
12:00 p.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro txoj kev ntxaub ntxaug daim ntawv ceeb toom

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

2024 TPAC Work Program

As of 5/30/2024

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

All meetings are scheduled from 9am - noon

TPAC meeting, June 7, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Rose Quarter Formal MTIP/STIP Amendment Update (Ted Leybold)
- 2027-30 STIP update (Chris Ford)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-5422**
Recommendation to JPACT (Lobeck, 25 min)
- **Federal Transportation Redistribution Funding to Local Projects and Project Delivery Resolution 24-5414** Recommendation to JPACT (Leybold/Cho, 40 min)
- **2028-30 Regional Flexible Fund Program Direction 24-5415** Recommendation to JPACT (Cho/Leybold, 45 min)
- TriMet FX Plan – Introduction (Jonathan Plowman, TriMet, 30 min)

TPAC workshop meeting June 12, 2024

Agenda Items:

- ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
- 2028-30 RFFA – Step 2 Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 50 min)
- Project Delivery Training Series – Scoping for Local Agency Federal-Aid Projects (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 70 min)

TPAC meeting, July 12, 2024

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 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **Rose Quarter Special formal amendment with Keys 19071 and 21219 (2 projects) 24-XXXX**
Recommendation to JPACT (Lobeck, 30 min)
- EPA Climate Pollution Reduction Grant (Rose, 20-30 min)
- Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min)
- 2028-30 RFFA – Step 2 – Next Steps & Proposed Evaluation Criteria (Cho/Leybold, 35 min)

<p><u>TPAC meeting, August 2, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items: MEETING CANCELTION tentative</p>	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2028-30 RFFA Proposers Workshop Part 1 (Cho/Leybold/Lobeck, 120 min) • Project Delivery Training Series – (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)
<p><u>TPAC meeting, September 6, 2024 tentative hybrid mtg.</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA Step 2 – Call for Projects (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min) • Freight Study update (Tim Collins, 30 min) • Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.) 	
<p><u>TPAC meeting, Oct. 4, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • EPA Climate Pollution Reduction Grant (Rose, 20-30 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 30 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) • 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 45 min.) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min) • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro, Carol Chang, RDPO, 90 min)

<u>TPAC meeting, November 1, 2024</u>	<u>TPAC meeting, December 6, 2024</u>
<p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2028-30 RFFA – Update on Step 2 Applications <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) • TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min) 	<p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to IPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min) • Safe Streets for All Update (McTighe, 45 min)

Parking Lot: Future Topics/Periodic Updates

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| <ul style="list-style-type: none"> • Columbia Connects Project • 82nd Avenue Transit Project update (Elizabeth Mros-O’Hara & TBD, City of Portland) • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) | <ul style="list-style-type: none"> • MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck) • I-5 Rose Quarter Project Briefing (Megan Channell, ODOT) • I-5 Interstate Bridge Replacement program update • Ride Connection Program Report (Julie Wilcke) • Get There Oregon Program Update (Marne Duke) • RTO Updates |
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Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 29, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: Mid-April to the End of May 2024

BACKGROUND

The following pages contain the list of projects during the identified time-period submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. A summary of the differences between formal/full amendments and administrative modifications is shown below.

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 is 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

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 24-5412				
May FFY 2024 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MA24-08-MAY				
Total Number of Projects: 2				
(#1) ODOT Key # 23636 MTIP ID TBD <i>New Project</i>	ODOT	US30B: (N Lombard St) N Delaware Ave - N Denver	On N Lombard St from N Delaware St to N Denver complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.	ADD NEW PROJECT: The formal amendment adds the preliminary engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR) phases to the MTIP through this amendment. The construction phase will be added as part of the next STIP cycle in FFY 2027.
(#2) ODOT Key # 23638 MTIP ID TBD <i>New Project</i>	ODOT	I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way Enhance portions of ODOT ROW along I-205 between Stafford Rd and Sunnybrook Rd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time	ADD NEW PROJECT: The formal amendment adds the new OTC approved project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP

Proposed Amendment Review and Approval Steps:

- Friday, May 3, 2024: TPAC meeting (Required Metro amendment notification)
Status: Resolution 24-5412 was passed unanimously by TPAC with the condition to review the project description.
- Thursday, May 23, 2023: JPACT meeting.
Status: JPACT received a presentation about the I-205 Bus on Shoulder Lane project and passed Resolution 24-5412 unanimously.
- Thursday, May 30, 2024: End 30-day Public Comment period.
- Thursday, June 6, 2024: Final approval from Metro Council anticipated.
- Early to mid-July 2024: Estimated final USDOT amendment approvals occur.

ADMINISTRATIVE MODIFICATIONS

Note: No additional April Admin Mods occurred from mid to the end of April 2024. The first administrative modification during this reporting period occurred at the beginning of May 2024.

AM24-14-MAY1 (May 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
18832	Portland Parks	Willamette Greenway Trail: Columbia Blvd Bridge	PHASE SLIP: Slip UR phase from 2025 to 2027 and Construction from 2026 to 2027
21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	PHASE SLIP: Slip Construction phase from 2025 to 2027
21633	Portland	SW Shattuck Rd at OR10 (Portland)	PHASE SLIP: Slip Construction phase from 2024 to 2025
21635	Portland	SE Flavel St at 72nd Ave (Portland)	PHASE SLIP: Slip Construction phase from 2025 to 2027
21704	ODOT	US30B: Bridge Over Private Driveway	PHASE SLIP: Slip Construction phase from 2024 to 2027
22603	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	PHASE SLIP: Adjust NHPP programmed amount plus match and slip ROW phase from 2025 to 2027
22719	ODOT	I-5: Capitol Highway - OR217	PHASE SLIP: Change fund type code and slip PE phase from 2024 to 2027. Note Construction phase is being canceled through the June 2024 Formal MTIP Amendment.
22738	ODOT	I-205: From I-5 to the Glenn Jackson Bridge	PHASE SLIP: Slip PE phase from 2024 to 2025 and Construction from 2024 to 2026
22869	ODOT	US26 Active Traffic Management	PHASE SLIP: Slip PE phase from 2024 to 2027
23520	Happy Valley	Clackamas River Trail (Happy Valley)	PHASE SLIP: Slip Planning phase from 2024 to 2027

Note:

The Planning phase slip in Key 23520 was completed in error. The project phase should not have been included on the slip list. The ODOT Region 1 Local Agency Liaison (LAL) is working to confirm that the IGA had been signed and the planning phase is ready to obligate the federal funds through FHWA's Financial Management Information System (FMIS). Once Metro receives confirmation that the IGA is ready, the project will be advanced back to FFY 2024 enabling the planning phase to obligate before the end of FFY 2024. The phase advancement requires only an administrative action and should be completed by the end of June 2024.

AM24-15-MAY2
(May 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	<u>PHASE SLIP:</u> Slip Construction phase from FFY 2024 to FFY 2025
21602	ODOT	I-5: Marquam Bridge - SW Terwilliger Blvd	<u>CANCEL PHASE:</u> Cancel UR phase
21613	ODOT	US30: Sandy River - OR35	<u>CANCEL PHASE:</u> Cancel Other phase
18758	ODOT	OR8: Canyon Rd Pedestrian Enhancements	<u>PHASE SLIP:</u> Update Fund type mix and slip Cons to FFY 2025
21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	<u>PHASE SLIP:</u> Slip PE phase from FFY 2024 to FFY 2025
22830	Portland	N Basin Ave: N Leverman St - N Emerson St (Portland)	<u>COMBINE PROJECTS:</u> Combine Key 22830 into Key 22827
22827	Portland	92nd Ave, E Burnside St and N Basin Ave (Portland)	<u>COMBINE PROJECTS:</u> Combine Key 22830 into Key 22827
20328	Washington County	OR8 Corridor Safety and Access to Transit II	<u>CANCEL PHASE:</u> Cancel ROW phase and tweak scope/description

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, May 3, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Lewis Lem
Bill Beamer
Marianne Brisson
Sarah Iannarone
Sara Westersund
Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly
Steve Gallup

Alternates Attending

Sarah Paulus
Francesca Jones
Dayna Webb
Dakota Meyer
Gregg Snyder
Glen Bolen
Jason Gibbens

Members Excused

Laurie Lebowsky-Young
Shawn M. Donaghy
Danielle Casey
Shauna Hanisch-Kirkbride

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
City of Tualatin and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Street Trust
Oregon Walks
Community member at large
Verde
Federal Highway Administration
City of Vancouver
Clark County

Affiliate

Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Troutdale and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Washington State Department of Transportation

Affiliate

Washington State Department of Transportation
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Ari Del Rosario
Bryan Graveline
Cody Field
Jan Tysoe
Jeff Owen
Jessica Engelmann
Mat Dolata

Affiliate

Portland Bureau of Transportation
Portland Bureau of Transportation
City of Tualatin
City of King City
HDR
City of Beaverton
City of Hillsboro

Metro Staff Attending

Ally Holmqvist, Blake Perez, Caleb Winter, Eliot Rose, Grace Cho, Grace Stainback, Jake Lovell, John Mermin, Kate Gregory, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Monica Krueger, Noel Mickelberry, Ted Leybold, Tim Collins, Tom Kloster.

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.

Comments from the Chair and Committee Members

Chair Tom Kloster announced we will soon have a Transportation Director on staff in the Metro Planning Department. There are two limited duration associate planners being recruited for climate funded positions at Metro. Later in May these will be posted. Sharing information on these opportunities is encouraged for interest with your contacts.

Ted Leybold announced recruitment for an assistant planner in our regional travel options will be posted in a few weeks. This role will include work with our system management operation program.

Allison Boyd announced Multnomah County Transportation Division is hiring a project manager that will be working with our engineering capital teams. A link was shared in chat:

https://multco.wd1.myworkdayjobs.com/en-US/Multco_Jobs/job/Transportation-Division-Project-Manager_R-14473

Monthly MTIP Amendments Update (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted end of March to Mid-April 2024. Questions on the memo can be directed to Mr. Lobeck.

Fatal crashes update (Lake McTighe)

The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. We are continually committing to systematic change on our system using the safe systems approach to prevent future traffic deaths. This includes safe streets, safe speed, safe people, safe vehicles, and post-crash care response.

Some of the actions regional partners are taking for safer streets:

- **PBOT, City of Portland:** To help manage speeds for safety, recently reduced speed limits at five new locations, and will reduce speeds at another six locations in upcoming months.

<https://www.portland.gov/transportation/vision-zero/news/2024/4/11/pbot-vision-zero-april-2024-newsletter>

- **ODOT and WSDOT:** To encourage a culture of safe driving, road workers share their stories as part of

National Work Zone Awareness Week.

<https://content.govdelivery.com/accounts/ORDOT/bulletins/395999d>

- **USDOT NHTSA:** To reduce pedestrian and rear end crashes, finalized a new standard requiring vehicle manufacturers install automatic emergency braking in all new cars and light trucks starting in 2029.

<https://content.govdelivery.com/accounts/USDOT/bulletins/3997dc0>

As part of the SS4A project Metro will be sharing a weekly social media post relating to safety and safety culture. We are kicking it off this month for Bicycle Safety month, so keep a look out. We may be tagging some of our partners. Please share and repost! We all have a part in creating a positive culture of safety.

ODOT-DLCD TSP Funding Program Update (Kim Ellis) An update was shared on the ODOT program to fund critical transportation system plan updates to implement the new state transportation planning rule. Last month ODOT and DLCD convened a meeting of local governments across the state to announce some of the funding changes. The fact sheet in the packet was noted. Because of the overlap with meetings an invitation to local governments in our region was sent for a special meeting to discuss further. It's an opportunity to learn more about the changes, ask questions and discuss next steps. We know there's a need to fund transportation system plan updates and implement new roles. Information on this meeting was shared in the chat:

ODOT TSP Funding Program Meeting for Portland area Communities

Friday, May 10th from 1:00 – 2:00 pm

As a follow-up to their April 5th webinar, ODOT, and DLCD invite Portland Metro area communities to attend a virtual meeting to recap key takeaways from the webinar and have a conversation about the next steps. ODOT and DLCD are committed to helping cities, counties, and Metro work toward achieving Oregon's statutory climate goals and policy, including implementing the updated Transportation Planning Rules.

Zoom link: <https://us02web.zoom.us/j/83777382645?pwd=OVlpdkp5c0FldlNkdFBFWkjiYWpFdz09>

Meeting ID: 837 7738 2645

Passcode: 664211

Slides from April 5 ODOT-DLCD webinar: https://www.oregon.gov/odot/Planning/Documents/ODOT-DLCD_TSP_Funding_Program_Webinar_Slides_04.05.24.pdf

Recording of April 5 webinar (passcode: 9vfrmt\$?): <https://us02web.zoom.us/rec/component-page?action=viewdetailpage&sharelevel=meeting&useWhichPasswd=meeting&clusterId=us02&componentName=need-password&meetingId=Yaznb55n7jASjMyNAX0sIPAQxC9YwKNI2IcTJenBnnknEcDUlOdq3Yvxn-Q8iZRC.Mt9TH3D9PrPFul1b&originRequestUrl=https%3A%2F%2Fus02web.zoom.us%2Frec%2Fshare%2FdelTfOs4xA0aFhLeq0Lr-lkx5otRN-QCo7Mhcx1JrSDBt008Uipk0Bk0izOYNkJf.QJ0H0-CYcf9EivVz>

If you have further questions, please reach out to Theresa Conley

(Theresa.L.CONLEY@odot.oregon.gov) or Bill Holmstrom (Bill.HOLMSTROM@dlcd.oregon.gov).

Comments from the committee:

Karen Buehrig noted this made me think of the work Metro will be doing related to the development of the functional plan. I noticed in the TPAC work program this wasn't listed in the future. It might be helpful to understand how we can start to align with our local jurisdictions what the work plan is for the transportation functional plan. Because that also helps guide the changes that we might need to be doing in the TSP as we all might be thinking about updating our TSPs. Can you give us a preview

from what you know on when we might start seeing some of that? Ms. Ellis noted we have been working internally just to get ourselves set up to start having those conversations. We will be engaging TPAC and MTAC and scoping out what we need to do. We'll make sure to add some time on upcoming agendas to start talking about what we're thinking and the overall timing. Generally, our thought was we'd begin in the summer and go through the end of the year. There will be lots of time for conversation and discussion because we know there's additional work on the regional mobility policy in addition to the new state transportation planning rules and implementing the new RTP.

Eric Hesse asked a clarifying question on the timeline. Is scoping going to be sooner than that? And that's the work plan you're hoping kicks in by then? Or is that the scoping process? Ms. Ellis noted we'll be scoping it over the summer between now and the fall. But we're working to still publish the final RTP which we're close to doing that. We have some reporting that we need to do to DLCD by the end of May. That's in response to the new state rules. We've been trying to get through all of that before transitioning to the functional plan work.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from April 5, 2024

Minutes from TPAC April 5, 2024 were approved unanimously with one abstention: Chris Ford.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5412

Recommendation to JPACT (action item) (Ken Lobeck) The May 2024 Formal Metropolitan Transportation Improvement Program (MTIP Formal/Full Amendment bundle adds two new project projects. Both are ODOT funded and managed projects. The first project is an Americans with Disabilities Act (ADA)/ Complete Streets type upgrade project on north Lombard Street/US30BY. The project will provide ADA curb and ramp upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and complete a traffic signal upgrade at Denver St. The second new project is a Bus on Shoulder Lane on I-205. The project will design, construct, and implement a bus on shoulder lane to expand transit service on I-205 between Sunnybrook Rd and Stafford Rd.

Additional notes were made on project #2:

- OTC approval was required and occurred during their September 2024 meeting.
- The project is a component of the larger ODOT Carbon Reduction Strategy Plan also approved last September by OTC.
- The new Bus on Shoulder Lane will exist from Sunnybrook St south and west along I-205 to Stafford Rd.
- The construction phase is being programmed for FFY 2025.
- The Bus on Should Lane concept is considered an Active Traffic Management (ATM) element and part of a larger Transportation Systems Management and Operations (TSMO) strategy to help manage congestion on the existing transportation system.

Comments from the committee:

Karen Buehrig appreciated seeing the expenditure of these different types of funds, both the Great Streets funds and the carbon reduction funds, in our area. Clarification was asked regarding the description for the I-205 project to expand transit service along the I-205 corridor between Stafford and Sunnybrook by creating a Bus on Shoulder. It wasn't believed this project expanded transit service. It is providing infrastructure to allow for transit service. This was highlighted because it

might confuse people because this isn't funding transit service. It's funding the infrastructure to allow for transit to use an exclusive transit way.

Chris Ford agreed this is an infrastructure project that allows for Bus on Shoulder to operate. A correction for the presentation was noted that ODOT doesn't operate transit service. We have had some conversations with transit providers about the potential for transit service. It appears a presentation on Bus on Shoulder will be given at JPACT. The Bus on Shoulder is an opportunity for a bus to use the shoulder when there is congestion, for more reliability and operations for transit providers when on a highway system. This is a place where a pretty small amount of investment can make transit service more efficient. Mr. Lobeck agreed to confirm the description of the project with these clarifications.

MOTION: To provide JPACT an approval recommendation of Resolution 24-5412 to add the two new projects to the 2024-27 MTIP with clarification noted on the description of Bus on Shoulder project that it is providing the infrastructure to allow for expanded transit operations.

Moved: Karen Buehrig

Seconded: Chris Ford

ACTION: Motion passed unanimously with no abstentions.

2027-2030 Metro Transportation Improvement Program (MTIP) Program Direction Resolution 24-XXXX Recommendation to JPACT (action item) (Blake Perez & Ted Leybold)

Blake Perez presented information on the MTIP background, program direction and objectives. The 2027-30 MTIP process was described with timeline phases, and the four program direction objectives:

Objective 1 – Advance 2023 RTP Implementation

Objective 4 – Ensure Federal Compliance

Objective 2 – Apply the Strategic Regional Funding Approach

Objective 3 – Foster Regional Funding Coordination

Comments from the committee:

Dyami Valentine asked how is this similar to or different from prior MTIP program directions. Mr. Leybold noted the funding strategy is something that we have updated with decisions that have been made since the last adoption of that direction. That direction as noted by Mr. Perez is an interim at this point, but what we've done is adopted that funding strategy. And then as individual programs have updated, or new programs have been initiated we reflect those decisions and update that funding strategy element of the document. That's one primary thing. Again, it now serves as a starting point for future discussions, for instance the regional flexible fund allocation program direction.

Mr. Perez added the coordination informing MPO as early as possible on any applications for additional funding so Metro and partner agencies could collaborate and stay informed. Mr. Leybold added that is to help ensure that if you are awarded funding from a discretionary source that you've applied for, that we've already prepared to incorporate that into the MTIP. So that the MTIP isn't a delay to the process of you accessing those funds, as well as the ability to have a regional conversation with other agencies who might be applying for those same funds.

Grace Cho noted ultimately the program direction for the MTIP is one we've adopted previously. We know that the large components of the program direction, for example the RTP, the policy direction of the MTIP is derived out of the RTP. Since the last time we adopted a program direction for the MTIP we have had a new RTP adopted and the bipartisan infrastructure laws come into effect. So

ultimately updating to be able to regulate up to those rules. From a perspective of the question, it's not a large departure from what has been adopted as program direction in the past. The main components still remain. It's just we're updating according to the direction we received from those major components, federal requirements as it relates to the development and programming of an MTIP new regional policy direction. Updating the regional funding approach in accordance to reflect current funding sources and then the coordination side of the program direction. If there's a discretionary award that comes to this region Metro want to be in a position to support you in being able to get that programmed and act at getting those funds accessible as quickly as possible.

Karen Buehrig appreciated learning of the reasons why there may be changes. It was noted there was a map included in the program direction packet materials that includes all of the regional planning boundaries. It shows the complexity of the region that we're dealing with and all the different categories that we have to consider as we move forward. There were questions about the strategic regional funding approach. One of the things that has been done is make that more accessible as listed in attachment one. I do not think that regional funding approach had a connection. I see it as a way that connects to what we're going to be talking about next when we start talking about the RFFA program direction. I wanted to make a few comments.

One has to do with the category just as we think about transportation project or activity type. This might be something that you think about as some of these categories become difficult to discern in the sense of the description of a roadway can be different, depending on where you look at it.

Regarding functional classification, under the project activity type, there is a category, highways and bridges, or it might be highway expansion. What we might consider highway under the federal functional classification may be different than what is on the regional system. I don't want there to be a creation of obstacles but maybe some clarification. I would ask Metro staff consider that in general, such as how do these things relate.

Another comment was on the same table footnotes three and four. Under arterial expansion and improvements in reconstruction there is a footnote three used. I'm trying to figure out if we can also use footnote four for that, be able to both understand it to be limited to our arterial freight facilities, et cetera, but then also limited to project development on large discretionary funding opportunities. I would think those footnotes three and four probably should apply to that arterial expansion under regional flexible funds. Depending on what is considered a highway, three and four should also apply under highway expansion, under regional flexible funds. Mr. Leybold asked for clarification on footnotes three and four to apply both to arterial expansions and highway expansions, depending on our classification of highway. Ms. Buehrig confirmed this.

Jaimie Lorenzini had a question on objective two, the regional funding approach. I noticed that the document was last updated in 2021, and that it's periodically updated. It's not necessarily needed to happen each cycle. Know that we are going to be heading into a 2025 state transportation package if it might be beneficial to maybe prepare this document for a refresh. In looking through it, it doesn't look like it's exhaustive of all existing funding sources from partner agencies. Additionally, as a resource for your jurisdictional partners, if it wouldn't make sense to append maybe a chart of other existing grant programs that are available to those transportation project activity types. And then, as we start contemplating electrification of our vehicle fleet I'm wondering where in this chart of table 8.1 electric vehicle charging infrastructure may fall.

Mr. Perez noted your first point was how can this chart help regional partners identify funding sources, maybe doing some coordination with partners. This list isn't quite exhaustive, so we'll dig deeper a bit more. And then where does electric infrastructure land in this approach was your second point, correct? Ms. Lorenzini agreed. To the first point, one of the programs I would bring up through one of the coordinating agencies, ODOT, is the Oregon Community Paths Program, which funds trail improvements that are consistent with the things that we're doing. Just making sure that the document is up to date before we head into the 2025 session. I would like to know more about where electric infrastructure would fall into this diagram, especially knowing the new funding streams that are now available.

Eric Hesse noted maybe just amplifying a little bit of what Ms. Lorenzini said, recognizing that while I'm confident staff have done a good job reflecting those additional guidance and decisions, I also see this table last updated in 2021. It points out new programs, supporting electrification and the said federal surface transportation authorization, like the Neighborhood Electric Vehicle Initiative, and other ODOT programs that are not listed. Having these included with the document update may be a key opportunity relative to the upcoming reauthorization of the federal program and the 2025 session.

I think a lot of this is probably still exactly what we believe but how can we raise this up even more with JPACT as part of the discussion. And to include this as part of the MTIP and RFFA program direction. I think the more obvious intent that Metro appropriately puts out in the work plan this year, leading into those conversations around this funding strategy about how we stay informed of opportunities and think how we should be using funds, seeking funds, applying funds feels like a good policy position to validate with JPACT and Metro Council here is where we are going into those major opportunities.

Grace Cho noted after Ms. Buehrig speaks, she will add some comments to bring some context and respond to the kind of main questions I think I'm hearing between these comments. Ms. Buehrig acknowledged this is an action item and am thinking that as part of the motion perhaps there's a way we can make sure there's flexibility within this regional funding approach or be able to acknowledge as it does in the description of objective two, talk about that this should be considered interim. It says it will remain as an interim approach. I'd like to be able to say that we will be able to come back, or that the strategic funding approach will be revised before the final MTIP.

Grace Cho noted one of the key points I wanted to emphasize is that with this funding approach we are seeking to have a discussion funding in the region, in parallel by the requirements of the federal rules. We need to also develop an MTIP at the same time. We are not in a position to be able to delay that process in terms of the development of the MTIP. So we are looking to move forward, to draw upon previous direction but update accordingly and still staying with the consistent previous direction that has been received as it relates to that specific table and that funding approach. I recognize that it's probably not comprehensive in terms of all funding sources necessary. Metro staff would welcome receiving information as to which funding sources should be included as part of that, particularly as we look at identified local sources and getting that understanding.

We also know that funding programs change frequently so being able to stay on top of those can be challenging. I wanted to note specifically the section about the strategic regional funding approach, the last time JPACT had a discussion when it was originally developed in 2009. In 2016 discussion was held on some modifications to that approach but largely kept as identified. Our region has

further discussions to have to ask what function or role does our region want to play when it comes to certain emerging areas of our transportation system, particularly as we're talking about the electrification of our transportation network. So there is some rationale as to why we may keep some of those things off that document in this interim position because we don't want to move ahead of the regional discussion at JPACT and directives that may come as part of the 2025 session.

Chair Kloster proposed Mr. Perez recap what you've heard from the committee as things that could be part of a motion with amendments in providing to JPACT for their consideration. The committee can further add to your list if something wasn't first captured.

Mr. Perez noted specific comments around footnotes three and four, and if clarification under arterial expansion and highway expansion apply to both depending on the definitions of them. Comments were heard about the strategic regional funding strategy. Asking for it to be more exhaustive and thorough with identifying funding sources more currently known. Making sure we are validating what we're doing with policymakers and making sure there is some flexibility within this interim regional funding approach. A more specific comment was where does electric infrastructure land.

MOTION: To provide JPACT an approval recommendation of Resolution 24-XXXX of the 2027-30 Metro Transportation Improvement Program (MTIP) Program Direction, and direct Metro staff to make amendment changes outlined by Mr. Perez in the recommendation to JPACT.

Moved: Jaimie Lorenzini

Seconded: Karen Buehrig

ACTION: Motion passed unanimously with no abstentions.

Meeting break for 5-minutes

Federal Transportation Redistribution Funding to Local Projects and Project Delivery – Introduction and Proposed Options (Ted Leybold & Grace Cho)

The presentation began with an overview of the redistribution funding proposal. This was described as Federal funding awarded to Metro by ODOT, Region contractually obligated more than 80% of project funding on schedule, and approximately \$13.6 million available. The allocation approach was presented. It would support ability of region to meet future obligation targets, qualify for additional redistribution funds and avoid penalties. In addition, it would address inflation impacts to previous project awards approaching construction, prepare new projects to minimize risk of schedule delays, and provide the region with tools to improve project delivery.

Details on the redistribution funding proposal was provided.

- Supplemental allocation to prior awarded Step 2 capital projects - \$10M
- Early project development support of 2028-30 RFFA Step 2 projects - \$3M
- RFFA process support - \$.6M
 - 2028-30 project risk assessment
 - 2028-30 local agency application support
 - Project development monitoring and reporting tools

Comments from the committee:

Jaimie Lorenzini appreciated the enclosure of small agency support reflected in this proposal. A question was asked regarding the \$10 million for prior RFFA projects. With it being federal funding, will that carry the 10.27 match for local dollars? Mr. Leybold agreed. If we award additional funding,

you will have to provide, if you're not already over matching on the project, you will have to provide additional local funds to meet that.

Karen Buehrig acknowledged a lot of this information is given to our project delivery team that has the details. When I talked with our capital projects manager it occurred to me it would be good to have some place of the process and making sure it makes sense. For example, there was something said about what projects would be available. It was specifically noted they couldn't be under contract for construction. I'm not quite sure what that means. For example, we have a project that received RFFA funds two cycles ago, so it would not have fallen within the window. I know it is under contract with a firm and they are doing preliminary design. They're at 30% design. And we're getting information about how, because of costs, the cost estimates are off. So how does that fall into that project contracted for construction, or is that project and project design?

Mr. Leybold noted my interpretation of that, and I probably should have more precise language, and this might be where your project staff can help with that, but the idea being that if you're still in design phase, that's typically what I'd call the preliminary engineering phase of the project. That's ok because that's when you may discover some unknown issues that you couldn't have foreseen. Some of those might be due to either inflation impacts or other issues you couldn't have foreseen. Those projects would still be eligible where I was talking about the contract under construction or under construction for construction phase. They've agreed to construct the project at the agreed price. You have executed that contract with them. That's where I proposed to have the cutoff occur. If you're in preliminary design and developing new estimates so that you can go out and bid that construction phase, you would still be eligible.

Jay Higgins was supportive of the idea with better project delivery and some funding for the region that we've seen in the last couple of years difficult to get. The question I had was under early project development assistance and the memo references that there's a portion of the funds is used by ODOT technical staff to assist with completion of these TSPs and environmental perspectives. I believe ODOT already does that role. So, I wasn't sure what's their value added. What are we paying them for? Because there are questions about payments, we make to ODOT when we're doing these federal projects to have their review throughout the process.

Mr. Leybold noted he can address that. There's a couple of aspects of that. First, if we're doing this early project development work, ODOT would potentially be providing additional resources beyond what their existing role is. A project could access their technical center staff if there was an issue for a potential issue that needed investigation. You wanted to request specific expertise in the ODOT tech center, and ODOT would bill to the project or bill to the \$3 million pot of funds. Secondly, other staff in ODOT who vacillators are generally. This might be different between a certified agency and a non-certified agency for non-certified agencies. For non-certified agencies they will be relying more heavily on other ODOT project delivery staff. Typically, ODOT project delivery staff will do very minimal work prior to the PE phase being started. So then when they can bill to the project, this would make funds available earlier to them so that they could provide more of that project support prior to the PE phase being started. Which then the PE phase is going to be more accurately scoped and more ready to go. For certified agencies those type of ODOT staff have limited resources in terms of how much support they provide even to a certified agency. At the agreement of project staff, Metro staff and ODOT staff would figure out what's the appropriate role and support they could provide during this period before they actually start the PE process. It does provide them with the resource they need to get the project off to a better start.

Mr. Higgins noted that's helpful. My confusion from the memo seemed to suggest we are paying both outside consultants and then providing it to ODOT to do more. Your point about the difference between certified and non-certified is important. I think what we'd prefer to see is that there's control on the Metro side and the funded agency side to decide how much of that, when do we need to tap into ODOT and not just have it be a blanket thing. We keep it on the project team to decide the funding. Mr. Leybold added I think that would intend to be a collaborative process between the three agencies. I don't think there's any interest on ODOT project staff to talk about and try to influence your project scope necessarily. They would be there as a resource and experience to resource as necessary to identify issues that might need to be addressed in terms of your local agency staff or your consultant staff with questions.

Dyami Valentine had a question whether you have a sense of how many projects this might be seeking these funds, and then a question in terms of under awarded, because in the last round we had a handful of projects that were under awarded funds, and whether those would be eligible for seeking these funds as well. Mr. Leybold asked for clarity if asking about the \$10 million supplemental allocation. Again, any project that we have previously awarded funding to that has not made it to the construction, not as actively in that construction phase would be eligible. There is a universe of projects out there that fit that description. We'd certainly be able to provide that with updated information on which those projects are. Again, it would then be application based. What I've proposed is that once we have that we'd have to set that application process up, probably give folks a couple of months to say here's what we need and here's why we need it with the rationale. And then come back, have a review with the criteria in mind that I talked about where it was costs that are outside their control, addressing that funding gap in an adequate way. And that we are funding projects, providing the supplemental funding to projects across the region. We would come back to you with a proposal on how to award those funds. That's the concept. I would estimate the pool of eligible projects is probably in the neighborhood of 25 to 30 projects.

For the second question I think there were two projects in the last funding cycle where they accepted a reduced amount of funding to do project development work on two projects in order to be able to fund both of them. I don't have an answer on that today. Maybe something we would develop and come back with when we actually have the proposal in June about eligibility for project development. I had targeted this towards projects that were short on construction and getting to construction, but I'll give some thought to whether a shortfall for a project development phase or project engineering only phase makes sense in this regard or not and what to do about those. Mr. Valentine added we have heard from those two proposals in particular, those two project development projects that there's some challenge in terms of the initial scope and being able to deliver on that based on that reduced funding. I appreciate the consideration.

Eric Hesse appreciated the discussion and clarifications. It was felt the proposal was responsive to some of the key themes flagged. Previous meetings have noted the concern with inflationary impacts and how we move forward with these previously prioritized projects even as we look ahead to the future. It's also sensitive to how that could impact the always limited funding available in the next step 2. This has recognized that past performance is getting rewarded while coupling that. I appreciate your proposal for the application process to try to hone in on where is that not about project management decisions, but really the fact that some of those external materials and even labor inputs are substantially more expensive than when good appropriate estimation was done many years ago. How do we acknowledge that challenge, recognizing even that \$10 million is probably going to be short of the need.

I think it will still help in many cases and continue to help at other tables where we're looking to augment funding coming to the region in general. I'm a little concerned about some of the cannibalization of other funding streams in terms of supporting that early project development. But this is a good use of those funds to help continue to ensure we are meeting those timelines and expectations.

Jaimie Lorenzini had two small points. I appreciate that the current focus is on projects, on the inflationary impacts of projects within their current scope. I'm not opposed to the idea of circling back to projects that were underfunded the first time around, but I think if we open that door we also need to look at projects that weren't funded in the original round because of the reduction in funding. That said, I don't know if it's even going to come to that because we don't know what the demand is in the current scope. My second point, as Metro rolls out an application process, if the dollars are oversubscribed and there's a large demand, I'm curious if there might be a conversation about factoring in population size as a lens for the locating dollars. So dollars are going first to smaller jurisdictions that have less capacity to fill the shortfall. Mr. Leybold didn't know if that would get a lot of support in terms of the other agencies at the region who might feel like the inflation impacts on them are just as significant as the inflation impacts on others, but we are certainly open to motions and considerations.

Mr. Lobeck asked to go back to that \$10 million. In the memo, did you intend for the projects in the 24-27 RFFA Call for Projects not to be eligible because we're just starting them and it'd be projects funded prior to that, or were the projects in the 24-27 last call also eligible? Mr. Leybold noted I've come to allow them to be eligible, but I think what I've done here is laid out criteria that said we're going to prioritize projects that can demonstrate their inflationary impacts that were unforeseen and that we would fill a funding gap that would be part of a strategy to adequately fill a funding gap. I think in the last cycle in our application materials we were very direct about ensuring local agencies used the latest cost thresholds for materials and services. That was well through the pandemic era. When a lot of that inflation had already taken place, they had to factor in future inflation as through the pandemic era, and they had to factor in future inflation to the start of their project. It'd be harder for those projects to adequately demonstrate relative to other projects they're more deserving than maybe a project that was funded in the previous cycle that I think reasonably couldn't have estimated the degree of impact on inflation. I think it gives those older projects a bump in the terms of their ability to make that demonstration to make their case.

Gregg Snyder noted kudos to Mr. Leybold and his team for what I call a good governance type of project approach here for the reallocation. Everywhere in the region we are all aware that we have to cash up projects on a regular basis. We've looked at our own transportation system development charge structure in Hillsboro and just based on our escalatory annual indexing we're up nearly 30% in a matter of four years. So projects that have been awarded in the past are undoubtedly in that same kind of box. So that kind of funding is good for that. The only thing that I will mention is that the \$3million, I look at it in proportion to the overall size of the award going up next. That's around \$60million roughly. If we looked at it in terms of percentage wise, the three million is about 5% of that. I think it seems reasonable to scope at that kind of a level to get the best quality projects. So I'm supportive of that \$3 million advancement. It seems reasonable and in proportion to the size of the program.

Mr. Leybold thanked everyone for their comments. I'll try to see if there's any further clarification we can provide in the final proposal. We'll be bringing this back next month for action. And hopefully

put this process in motion. The awards themselves would be to come back for incorporation of those awards into the MTIP and for approval of that as well.

2028-2030 Regional Flexible Fund Program Direction – Discussion of Options (Grace Cho & Ted Leybold) Mr. Leybold began the program with an overview of the 2028-30 RFFA Program Direction.

The past RFFA program direction:

Committed:

- Bond repayment (Step 1A) - \$52 million
- Regionwide programs & planning (Step 1B) - \$41 million

Discretionary – estimated \$60 million

- New Step 1 initiative?
- Remainder to Step 2 capital grants

Staff is proposing continuation from existing RFFA program direction:

- Step 1B – region-wide programs & planning activities
- Federal eligibility and requirements
- E.g. No sub-allocation, CMAQ eligible projects
- Project delivery considerations

Proposed update options include developing a new bond proposal, Step 2 evaluation criteria, and Step 2 RFFA cycle objectives and process.

Mr. Leybold provided further details on a new bond proposal.

Step 2 evaluation criteria proposed was provided by Grace Cho. Program Direction Update Options for Step 2 RFFA Cycle Objectives & Process was given. Feedback from TPAC and JPACT was described with response from staff to incorporate into the process options.

Comments from the committee:

Tara O'Brien noted on behalf of TriMet we support going forward with a Step 1 bond proposal and think that those themes generally make sense to guide the direction of what would go into a bond. Also, just to clarify that in the past we have used these funds match for major transit investments. Happy to follow up with the spreadsheet because it shows critical leverage additional federal funds. A primary purpose of being able to leverage those bond funds for major transit investments is really important to us and hopefully to the region as well. I wanted to clarify one question for next month's approval process. Do we need to articulate the size of the bond that we would be moving forward with in order to have a better sense of the amount of other funding pots? There was a lot of discussion about that at JPACT with some support for going bigger than 55, but to a level that wouldn't significantly threaten Step 2 funds.

Mr. Leybold noted what I put in the proposed program direction is that the size and content of the bond would be framed and need to be consistent with the purpose and principles that are laid out. It doesn't identify a specific amount, but it does indicate where it's headed. Generally, because it lists things like the development proposal it should protect against the risk of there being reductions to future amounts of funding in that Step 2 phase or Step 1B programs. Whatever the proposal puts together needs to minimize the risk that's going to impact that. So that's going to target the amount of funds that are available to make payments to be bond proposal. When I presented the risk assessment a month or so ago, that you referenced that had a \$55 million proposal and \$105 million proposal, the bottom line of that was we can afford a \$55 million bond proposal without hardly any risk unless we have a severe reduction in federal funding in the future. But that the \$105 million

option started to present some risk at a mid-level revenue forecast in the future that might then impact those funding levels available for Step 2 projects or Step 1B regional programs. My guess it's going to be somewhere in between those in terms of where we're going to try to target. We'll want to do more advanced and refined analysis on that as we put the proposal together.

Ms. O'Brien asked if we don't necessarily need to call out a specific amount in order to begin moving forward next month. Mr. Leybold agreed. We can give the development of the proposal a little bit of flexibility in trying to make sure we're addressing the issues that people have identified and the principles that people have identified they want the proposal to be responsive to. It's going to be somewhere in that range.

Karen Buehrig asked in June when JPACT votes, will there be a specific amount or will it still be in this range. What we're proposing now is that it won't be as a specific approach. Mr. Leybold noted what we're proposing now is that it won't be a specific approach. If you want to use the previous risk analysis, I can say it will be in that range. But what we're trying to say as we develop the proposal it needs to be consistent and responsive to those principles as much as possible. We may do initial analysis before we put a specific proposal together, but rather than saying a specific amount, we want to give ourselves the ability to trying to do these projects, making sure it covers particular projects needs. Not putting too much risk on those Step 2 projects and future allocations. That's what we're proposing as the direction that we would adopt in June.

Ms. Buehrig thanked Metro staff for reaching out and listening to different stakeholders through this process. Speaking directly to the new bond proposal, I support the purpose of the new project bond as it's written, and I understand the principles for the new project bond. But as we got to the project category themes I feel it wasn't as direct in the materials as it was in your presentation. What I see in the presentation for the project category themes is that this project bond would be limited to transit. That's how it's being proposed. There was more flexibility presented in the materials with project types to be supported, and that it had capital improvement grants, which I believe are transit specific/federal funding leverage. I would like to be able to have included in potential conversation for the bond federal funding leverage separate from the capital improvement grants. And that at this stage that we're not saying it's just transit. I would propose this and it would be important to continue to talk about.

Again, in the materials it talked about past uses of project bonds that had been used for things like active transportation, the better bus program and limited project development for throughway traffic congestion bottleneck projects. I wonder if there maybe other opportunities where we could leverage these funds for more significant projects that are above and beyond the Step 2 projects. That's why I think we need to continue to maintain some flexibility within this project one. Mr. Leybold noted this is something where Metro's Planning Director has been out leading the conversations with folks around this. I think her intent was that it would be transit focused but will provide this feedback to her.

Jaimie Lorenzini noted I have local jurisdiction that's been vocal about the project development minimums, and to address some of their concerns, would it be possible to include a sentence in your staff report about what project development actually includes which I believe is fairly broad. Mr. Leybold agreed, that was a good point. We've maintained that flexibility in terms of what is included in the RFFA process. We wouldn't want to program it necessarily as PE unless you had a funding strategy to implement next steps. But it could be anything from a planning activity project, pre

planning work, to a full PE phase if you wanted to apply for a full PE phase under project development. We'll try to provide some clarity on that. I'll preface that by saying it will be difficult to get a very clear description of when you actually have to enter into preliminary engineering rather than a planning phase. But we'll describe it for the purposes of a RFFA process.

Ms. Lorenzini noted my biggest concern is when elected ask about the \$1 million minimum of how we get a planning project that expensive, being about to describe more how it's not just planning work in a project development process. It would include some engineering and these things contribute to larger project costs. Also, knowing how broad the project development bucket is, I wonder if there might be a way we could further bring a little bit more nuance to create a hybrid third category of project refinement or projects that are only going up 30% design. Mr. Leybold noted we would have to consider that in the context of we're assuming that anything we're funding here for the project development is going to be eventually a federal aid project for construction. We'll give that some thought.

Eric Hesse appreciated the clarifications around the intent of the bond which makes sense of focus on those principles and purposes. Recognizing discussion on both the current interest rate consideration as well as upcoming legislative session and reauthorization, we might want to have some clarity about how much we're talking about and the types of things we could invest in going into those conversations to identify the leverage that we're talking about. Around the bond I wanted to emphasize how important thinking strategically about that leverage opportunity is for policymakers to understand and confirm collectively what those different strategic opportunities look like relative to the federal programs. Both what those potential match levels are, particularly how some of those programs function in terms of getting leveraging with monies into the pipeline, keeping things moving forward when there's a gap. We look at various federal programs, federal transit administration, capital investment grants that can fund substantial projects, but also smaller ones that raise other BIL programs by federal programs on the FHWA side. As we refine this proposal we can dig and get specific around some of the opportunities of where that leverage is. Ultimately our strategy needs to be grounded in the reality of what we're going to get back to the regional table.

Gregg Snyder noted we had a discussion at WCCCT and in general there was support for the bond. I can't help but reflect back at what this bond Step 1 money has been used for and three of the most important major investments for transit have been built with this money, all projects that use the money to get off the ground and build something. Is that building something or having projects in there in the bond proposal that can lead to something being built important. The idea we're not just investing in planning or engineering but going to get a big transit project at the end I think is important. We aren't going to get much from a small amount of money. If we break the money up into different pieces it has to be diluted, and it's a magnifying effect. I would suggest CIG grants from the FDA, small starts are new starts, and those are two big buckets. There're all kinds of other federal categories that are not FTA related where we could leverage money. The leverage ability of the bond projects is key. But the focus on CIG maybe no so much. How much federal money total can you bring to the table. How much local money can we bring to the table. In terms of the mandatory minimum we've looked at federal aid projects, they're expensive to deliver and only make sense in smaller cases. The minimum might be problematic at first, but if you use those federal funds we only want to do that for those projects where it makes sense.

Jay Higgins noted that speaking to the project development minimums, I feel I need to know more

about the types of projects that would still be under the \$800,000. What would that cover for projects and what's the scale of the project creation. Following comments from the committee Mr. Leybold recapped input. It was noted the proposal would be refined and brought back to the committee for consideration of a recommendation to JPACT next month.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:55 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, May 3, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/3/2024	5/3/2024 TPAC Agenda	050324T-01
2	2024 TPAC Work Program	4/25/2024	2024 TPAC Work Program as of 4/25/2024	050324T-02
3	Memo	4/24/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: End of March to Mid-April 2024	050324T-03
4	Handout	4/11/2024	Funding for Critical Transportation System Plan Updates	050324T-04
5	Minutes	April 5, 2024	Draft minutes from TPAC April 5, 2024 meeting	050324T-05
6	RESOLUTION NO. 24-5412	N/A	Draft resolution 24-5412 FOR THE PURPOSE OF ADDING TWO NEW ODOT MANAGED PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	050324T-06
7	Exhibit A to Resolution 24-5412	3/28/2024	Exhibit A to Resolution 24-5412	050324T-07
8	Staff Report to Resolution 24-5412	April 23, 2024	May FFY 2024 MTIP Formal Amendment & Resolution 24-5412 Approval Request	050324T-08
9	Resolution 24-XXXX	N/A	RESOLUTION NO. 24-XXXX FOR THE PURPOSE OF ADOPTING THE 2027- 2030 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA	050324T-09
10	2027 – 2030 Program Direction	April 26, 2024	2027 – 2030 Program Direction For the Metropolitan Transportation Improvement Program	050324T-10
11	Memo	May 3, 2024	TO: TPAC and interested parties From: Blake Perez, Associate Transportation Planner Ted Leybold, Resource Development Manager RE: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Program Direction	050324T-11
12	Memo	April 25, 2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Section Manager RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction for Consideration	050324T-12

13	Memo	March 29, 2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: Attachment 1 Part A – Summary of Input Received on the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction	050324T-13
14	Memo	April 25, 2024	TO: TPAC and interested parties From: Ted Leybold, Resource Development Section Manager RE: Redistribution Funds – Allocation Proposal	050324T-14
15	Slide	May 3, 2024	April traffic deaths in Clackamas, Multnomah and Washington counties	050324T-15
16	Presentation	May 3, 2024	May 2024 Formal MTIP Amendment Resolution 24-5412	050324T-16
17	Presentation	May 3, 2024	2027-2030 Metropolitan Transportation Improvement Program (MTIP) Program Direction	050324T-17
18	Presentation	May 3, 2024	Redistribution Funding Proposal	050324T-18
19	Presentation	May 3, 2024	2028-30 Regional Flexible Funds Allocation (RFFA) Program Direction - Proposed Options	050324T-19

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE AMENDING OR
ADDING A TOTAL OF FIVE PROJECTS IN
THE 2024-27 MTIP TO MEET FEDERAL
TRANSPORTATION PROJECT DELIVERY
REQUIREMENTS**) RESOLUTION NO. 24-5422
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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

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

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

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

WHEREAS, a revised construction phase cost estimate for Gresham's NW Division St Complete Street project requires \$3,366,927 of local overmatching funds be added to address the funding shortfall and enable the construction phase to obligate before the end for FFY 2024; and

WHEREAS, the Oregon Department of Transportation's (ODOT) OR217 – OR10 to OR99W improvement project requires additional funds to support the construction phase of which \$11,865,009 will be transferred from their Interstate 5 – Capitol Highway to OR217 Active Traffic Management project by canceling the construction phase; and

WHEREAS, ODOT and FHWA have determined that demolition work to remove two buildings on Hayden Island needs to occur now and will proceed as a separate stand-alone and independent project in support of the ongoing preliminary engineering activities to the Interstate 5 Bridge Replacement Project which triggers the need to add the new project to be added to the MTIP; and

WHEREAS, the City of Portland received a \$38,394,000 USDOT Neighborhood Access and Equity (NAE) -program/ Reconnecting Communities Pilot (RCP) Program discretionary grant award to complete multiple complete street upgrades, plus enhanced access to Rose Quarter Transit Center and is being programmed now to enable preliminary engineering to be obligated early in FFY 2025; and

WHEREAS, an updated construction phase cost estimate for the City of Sherwood's Ice Age Drive new collector road project requires an a further commitment of \$7,417,900 of local overmatching funds to resolve the construction phase funding shortfall; and

WHEREAS, the programming updates to the five projects are stated in Exhibit A to this resolution; and

WHEREAS, on June 7, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 20, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the five total projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ____ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
June #1 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JN24-09-JUN1

The June #1 Federal Fiscal Year 2024 Formal MTIP Amendment amends or adds a total of five projects in the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Key 16986 - NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave (Gresham)**: The formal amendment complete a cost increase to the construction phase for the project. The amendment action adds local overmatch funding to the construction phase
- **Key 22719 - I-5: Capitol Highway - OR217 (ODOT)**: The formal amendment increases the construction phase by adding local overmatching funds.
- **Key 23656 - Hayden Island Building Demolition (ODOT)**: The formal amendment adds the new child project to the I-5 Interstate Bridge Replacement project to complete demolition actions on Hayden Island.
- **Key 23646 - Broadway Main Street and Supporting Connections (Portland)**: The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.
- **Key 23524 - Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin) (Sherwood)**: The project requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.

The June #1 MTIP Formal Amendment bundle represent the regular monthly formal MTIP amendment Metro completes. During June 2024, Metro is processing two formal MTIP amendment bundle. This bundle is under amendment # JN24-09-JUN1. A special separate formal amendment for the Rose Quarter Improvement Project bundle is also occurring. The Rose Quarter Improvement Project bundle is being processed under amendment # JN24-10-JUN2. It is posted as a separate amendment and will complete the public notification/comment period on a different processing timeline.

The Exhibit A Tables that follow contain the specific project changes for the fives in the June #1 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5422

June #1 FFY 2024 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JN24-09-JUN1

Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No complete project cancellations or removals from the MTIP are included as part of the June #1 2024 Formal Amendment				
None				
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 16986 MTIP ID 70542	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	<u>COST INCREASE:</u> The formal amendment increases the construction phase. The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is contributing \$3,700,961 of additional local overmatch to eliminate the construction phase funding shortfall
(#2) ODOT Key # 22719 MTIP ID 71339	ODOT	I-5: Capitol Highway - OR217	Repaint the west bridge ramps to prevent corrosion of the steel structures. Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.	<u>CANCEL PHASE:</u> The formal amendment cancels the construction phase. This leaves only the PE phase programmed. The PE phase is being delayed and pushed out to FFY 2027. ODOT will transfer the funds to the OR217 construction phase in Key 18841 to support this project. OTC reviewed the request and approved it at their September 2024 meeting.

<p>(#3) ODOT Key # 23656 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Hayden Island Building Demolition</p>	<p>Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.</p>	<p><u>ADD NEW PROJECT:</u> Add the new child project to I-5 Interstate Bridge Replacement Project to the MTIP that will complete required demolition actions on Hayden Island.</p>
<p>(#4) ODOT Key # 23646 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Broadway Main Street and Supporting Connections</p>	<p>The project will complete enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.</p>
<p>(#5) ODOT Key # 23524 MTIP ID TBD</p>	<p>Sherwood</p>	<p>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</p>	<p>Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.</p>	<p><u>CANCEL PHASE:</u> The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.</p>

Proposed Amendment Review and Approval Steps:

- Tuesday, June 4, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, June 7, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, June 20, 2023: JPACT meeting.
- Thursday, July 5, 2024: End 30-day Public Comment period.
- Thursday, July 11, 2024: Final approval from Metro Council anticipated.
- Mid-August 2024: Estimated final FHWA amendment approvals occur.



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

MTIP Formal Amendment
COST INCREASE
 Add local overmatch funding to
 the construction phase

Project #1

Project Details Summary							
ODOT Key #	16986	RFFA ID:	N/A	RTP ID:	10433	RTP Approval Date:	11/30/2023
MTIP ID:	70542	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is contributing \$3,700,961 of additional local overmatch to eliminate the construction phase funding shortfall. As a result the total project cost increases to \$9,841,550 which represents a 60% increase to the project. The MTIP Amendment Matrix limits cost increases to occur administratively at 20% of the total project cost for projects above \$5 million dollars. The cost increase for this project is 60% and exceeds the 20% threshold, plus impacts the fiscal constraint finding which then triggers the need for a formal/full amendment to the MTIP.

Project Name:	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave						
Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes

MTIP Detailed Description (Internal Metro use only):
 In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800’ of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail

STIP Description:
 Extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include sidewalks, curb ramps and bike lanes. These improvements will increase safety and accessibility, and fill significant gaps in the active transportation network along NW Division St.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian	Sidewalk New	Capital Improvement
		Sidewalk Reconstruction	
	Active Trans - Bicycle BIKEPED, CMAQ	On-Street Striped	

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TCSP	L68E	2013		\$ 179,460					\$ -
CMAQ	Z400 L400	2013		\$ 757,402					\$ 757,402
CMAQ	L400 Z40E	2022			\$ 741,047				\$ 741,047
CMAQ	Y400	2024					\$ 3,742,312		\$ 3,742,312
Federal Totals:			\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,240,761
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (L68E)	Match	2013		\$ 20,540					\$ 20,540
Local (CMAQ)	Match	2013		\$ 86,688					\$ 86,688
Other	OTH0	2013		\$ 100,000					\$ -
Other	OTH0	2013		\$ 125,000					\$ 125,000
Local (CMAQ)	Match	2022			\$ 84,816				\$ 84,816
Local (Y400)	Match	2024					\$ 428,324		\$ 428,324
Other	OTH0	2024					\$ 331,034		\$ -
Other	OTH0	2024					\$ 3,675,961		\$ 3,675,961
Local Totals:			\$ -	\$ 232,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,421,329

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,144,090	\$ 825,863	\$ -	\$ 4,170,636	\$ -	\$ 6,140,589
Amended Programming Totals	\$ -	\$ 1,169,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,841,550
Total Estimated Project Cost:							\$ 9,841,550
Total Cost in Year of Expenditure:							\$ 9,841,550

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 25,000	\$ -	\$ -	\$ 3,675,961	\$ -	\$ 3,700,961
Phase Change Percent:	0.0%	2.2%	0.0%	0.0%	88.1%	0.0%	60.3%
Amended Phase Matching Funds:	\$ -	\$ 107,228	\$ 84,816	\$ -	\$ 428,324	\$ -	\$ 620,368
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,420,221
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 232,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,421,329
Total	\$ -	\$ 1,169,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,841,550

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.14%	89.73%	0.0%	47.69%	0.0%	55.1%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	19.86%	10.27%	0.0%	52.31%	0.0%	44.9%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	9.5%	7.5%	0.0%	38.0%	0.0%	55.1%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.4%	0.9%	0.0%	41.7%	0.0%	44.9%
Total	0.0%	11.9%	8.4%	0.0%	79.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,169,090	\$ 825,863				Aid ID
Federal Funds Obligated:		\$ 936,862	\$ 741,047				
EA Number:		PE002199	R9820000				FHWA or FTA
Initial Obligation Date:		1/29/2013	2/14/2022				FHWA
EA End Date:		10/27/1902	6/30/2025				FMIS or TRAMS
Known Expenditures:		\$ 591,947	\$ 729,757				FMIS

						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:	N/A	
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Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review

1. What is the source of funding? **FHWA TCSP and RFFA awarded CMAQ**
2. Does the amendment include changes or updates to the project funding? **Yes. Additional local overmatch is being committed to the project.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, per review by the ODOT LAL and completed PCR.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **PCR approval by ODOT Local Delivery.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2012	Years Active	13	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	11	Last Amendment	Administrative	Date of Last Amendment	May 2023	Last MTIP Amend Num	AM23-14-MAY1
Last Amendment Action	FUND PHASE SHIFT: Cancel UR phase and re-allocate the \$100k among PE, ROW, and the Construction phase.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Located in a Safety High Injury Corridor	Equity Notes
				X	X	X	X	Crosses into multiple EFAs. Overall, POC, LEP, and LI = YES
Added notes: The project is located in an identified High Injury Corridor.								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10433 - Division - Kelly to Burnside: Boulevard Improvements
RTP Project Description:	Complete boulevard design improvements, medians for safety, wider sidewalk and buffered bicycle lanes.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Division St within the project limits is designated as a Minor Arterial
Yes	Transit	Division St within the project limits is designated as a Frequent Bus
No	Freight	No designation in the Freight network
Yes	Bicycle	Division St within the project limits is designated as a Regional Bikeway
Yes	Pedestrian	Division St within the project limits is designated as a Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Division St	Map-21 Principal Arterials
Functional Classification	Yes	Division St	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	Division St	Urban Other Principal Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal #1 - Mobility Options:</u> Objective 1.2 - System Completion: Complete all gaps in planned regional networks. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.

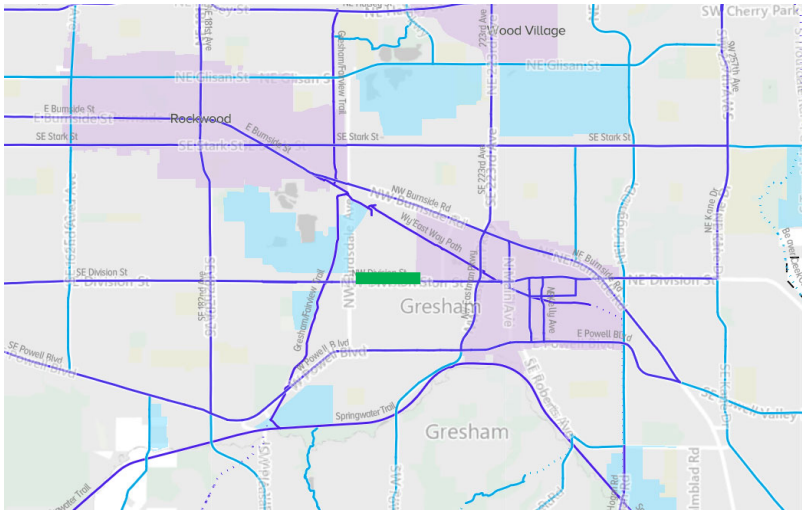
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	General local funds committed to the project beyond the minimum match requirement. Also referred to as "overmatch".
TCSP	Federal Transportation Community and Systems Preservation Pilot Program funds. TCSP funds tie transportation, economic growth, and quality of life goals by encouraging the development of innovative strategies and creating new partnerships to strengthen the planning process. TCSP funds are used to help achieve locally determined goals such as improving transportation efficiency; reducing the negative effects of transportation on the environment; providing better access to jobs, services and trade centers; reducing the need for costly future infrastructure; and revitalizing underdeveloped and brownfield sites. Grants also can be used to examine urban development patterns and create strategies that encourage private companies to work toward these goals in designing new developments. Currently, the TCSP program within FHWA is not active.



REGION 1 PROJECT CHANGE REQUEST (PCR)

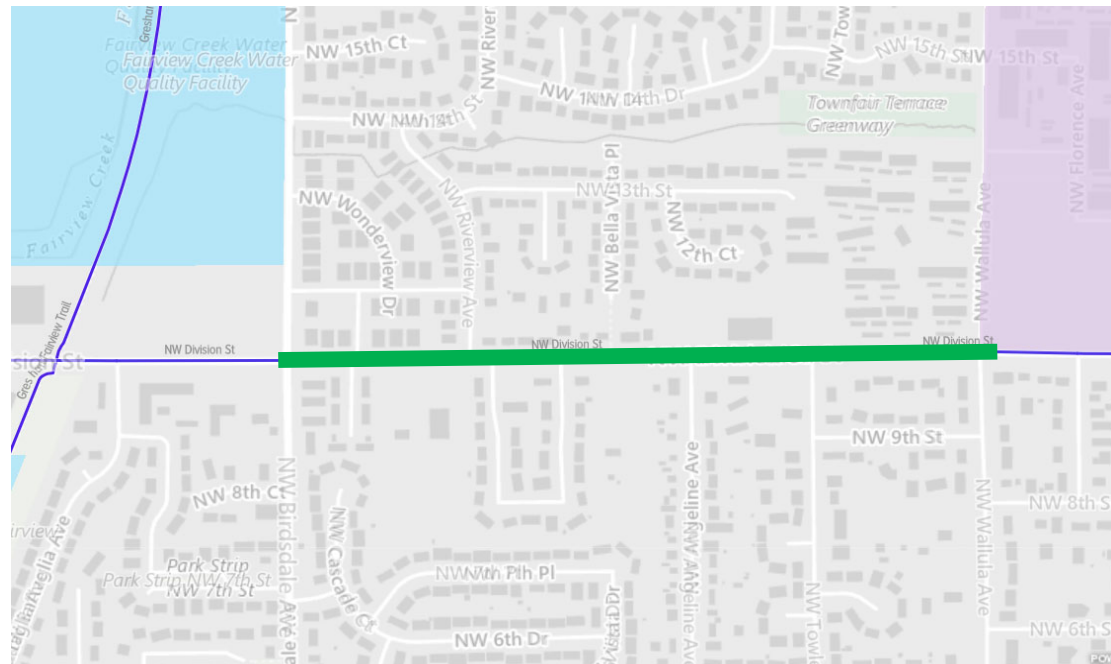
Project Budget Table

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2013	\$1,169,090.00	\$1,169,090.00	\$0.00
	Right-of-Way (RW)	2022	\$825,863.00	\$825,863.00	\$0.00
	Utility Relocation (UR)	2023	\$0.00	\$0.00	\$0.00
	Construction (CN)	2024	\$4,501,670.00	\$7,846,597.03	(\$3,344,927.03)
	Other (OT)				\$0.00

*Federal Fiscal Year (FFY) is from Oct.1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.

Additional Information:





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

MTIP Formal Amendment
CANCEL PHASE
 Cancel the Construction phase
 and delay PE to FFY 2027

Project #2

Project Details Summary							
ODOT Key #	22719	RFFA ID:	N/A	RTP ID:	11304	RTP Approval Date:	11/30/2023
MTIP ID:	71339	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1		STIP Amendment ID:		24-27-1100	

Summary of Amendment Changes Occurring:
 The formal amendment cancels the construction phase for the project. This leaves only the PE phase programmed. The PE phase is being delayed and pushed out to FFY 2027. ODOT will transfer the funds to the OR217 construction phase in Key 18841 to support this project. OTC reviewed the request and approved it at their September 2024 meeting. The OTC staff report item is included as an attachment. A revised funding plan most likely will result for this project as part of the next STIP cycle. Under the rules of the MTIP and STIP Amendment Matric, canceling the construction to an active programmed project requires the completion of a formal amendment.

Note for Key 18841: OR217 - OR10 to OR99W. Key 18841 has obligated all its federal funds and the project is well into the construction phase. The construction phase was obligated as part of the 2021-24 MTIP. The was not carried over into the active 2024-27 MTIP as all federal fund obligations had been completed. The project is considered "prior obligated" , but still ongoing to be completed. The fund transfer from Key 22719 to Key 18841 does not require a formal amendment to complete. The funds will be added to Key 18841 as separate technical correction to Key 18841.

Project Name:	I-5: Capitol Highway - OR217						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
~~Repaint the west bridge ramps to prevent corrosion of the steel structures.~~
Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

MTIP Detailed Description (Internal Metro use only):

~~Repaint the west bridge ramps to prevent corrosion of the steel structures.~~

On I-5 from Capitol Highway south to OR 217, MP 291.23 to MP 296.0, install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

STIP Description:

Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	OP-SSI		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 3,736,754					\$ -
NHFP	Y460	2027		\$ 3,736,754					\$ 3,736,754
State STBG	Y240	2026					-\$ 10,941,911		\$ -
Federal Totals:			\$ -	\$ 3,736,754	\$ -	\$ -	\$ -	\$ -	\$ 3,736,754

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		-\$ 315,246					\$ -
State	Match	2027		\$ 315,246					\$ 315,246
State	Match	2026					-\$ 923,098		\$ -
State Totals:			\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246

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

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	-\$ 4,052,000	\$ -	\$ -	-\$ 11,865,009	\$ -	-\$ 15,917,009
Amended Programming Totals		\$ -	\$ 4,052,000	\$ -	\$ -	\$ -	\$ -	\$ 4,052,000
Total Estimated Project Cost								\$ 15,917,009
Total Cost in Year of Expenditure:								\$ 15,917,009

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project's construction phase funding is being transferred to Key 18841. PE is delayed to start until FFY 2027.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (11,865,009)	\$ -	\$ (11,865,009)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-74.5%
Amended Phase Matching Funds:	\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	N/A	N/A	7.78%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,736,754	\$ -	\$ -	\$ -	\$ -	\$ 3,736,754
State	\$ -	\$ 315,246	\$ -	\$ -	\$ -	\$ -	\$ 315,246
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 4,052,000	\$ -	\$ -	\$ -	\$ -	\$ 4,052,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	#DIV/0!	92.22%	0.0%	0.0%	0.0%	0.0%	92.22%
State	#DIV/0!	7.78%	0.0%	0.0%	0.0%	0.0%	7.78%
Local	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	#DIV/0!	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	0.0%	0.0%	92.2%
State	0.0%	7.78%	0.0%	0.0%	0.0%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	Not Specified
Completion Date Notes:	A revised funding and delivery schedule will emerge later with PE starting in FFY 2027 now.						
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? PE phase = ODOT appropriated federal National Highway Freight Program (NHFP) funds.	
2. Does the amendment include changes or updates to the project funding? Yes. The construction phase committed funds are being removed to support the construction phase in Key 18841.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC Staff Report item which is included as an attachment	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required and occurred during their	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	291.23	296.0	4.77
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Capitol Hwy		OR217

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	EFA Notes: Only a portion of the project borders on a designated Equity Focus Area. POC = Yes, LEP = No, LI = Yes
				X		X	
Note: The project is located in an 2023 RTP defined High Injury Corridor (2016 to 2020)							

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11304: I-5 South Operational Improvements
RTP Project Description:	Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation within the Project Limits
Yes	Motor Vehicle	I-5 is designated as a Throughway
Yes	Transit	I-5 is designated as a Frequent Bus area
Yes	Freight	I-5 is designated as a Main Roadway Route
No	Bicycle	None
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate (Eisenhower Interstate System)
Functional Classification	Yes	1	Urban Interstate
Federal Aid Eligible Facility	Yes	1	Interstate

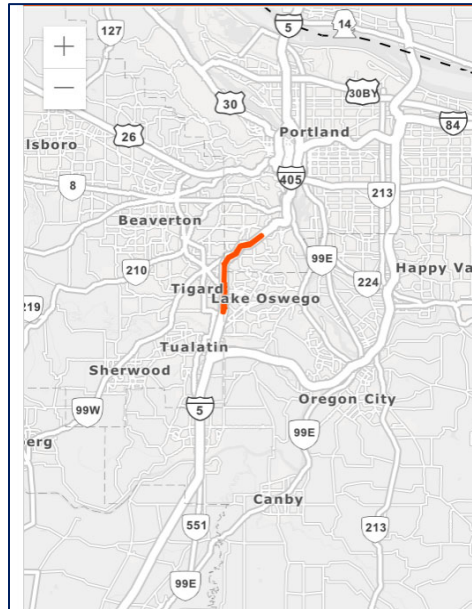
Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: <u>Goal #2 - Safe System:</u> Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal: #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 4, 2024 to July 5, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Possible. A comment log will be established to monitor submitted comments
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible.

Fund Codes References

NHFP	<p>Federal National Highway Freight Program funds appropriated to the state DOT. The federal funds have a purpose to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:</p> <ul style="list-style-type: none"> - Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation. - Improve reliability, and increase productivity. - Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas. - Improving the state of good repair of the NHFN, using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN. - Improving State flexibility to support multi-State corridor planning and address highway freight connectivity. - Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)].
State	General State funds committed to a project in support of the required minimum match to the federal funds.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Project Location References: Regional and Local Views



Key 22719 as Currently Programmed in the STIP

Name: I-5: Capitol Highway - OR217						Key: 22719		
Description: Install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.						Region: 1		
MPO: Portland Metro MPO				Work Type: OP-SSI				
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-								
Mileposts	Length	Route	Highway	ACT	County(s)			
291.00 to 291.22	0.22	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
291.00 to 293.42	2.42	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
291.23 to 292.07	0.84	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS			
292.08 to 292.27	0.19	I-5	PACIFIC HIGHWAY	REGION 1 ACT	CLACKAMAS			
292.28 to 292.42	0.14	I-5	PACIFIC HIGHWAY	REGION 1 ACT	WASHINGTON			
293.43 to 296.00	2.57	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH			
Current Project Estimate								
	Planning	Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024				2026		
Total		\$4,052,000.00				\$11,865,009.00		\$15,917,009.00
Fund 1		Y460	\$3,736,754.40			Y460 \$10,941,911.30		
Match			\$315,245.60			\$923,097.70		
Footnote: \$14,678,665.70 in federal funds								

Key 22719 Proposed Funding Adjustment with Construction Phase Canceled

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y460	National highway freight program IIJA	100.00%	4,052,000.00	92.22%	3,736,754.40	7.78%	315,245.60	0.00%	0.00
	PE Totals		100.00%	4,052,000.00		3,736,754.40		315,245.60		0.00
CN	Y460	National highway freight program IIJA	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				4,052,000.00		3,736,754.40		315,245.60		0.00

Confirmation the Funding Adjustment Request Has Been Sent to the Oregon Transportation Commission (OTC)



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: April 25, 2024

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J3** – Increase Construction Authorization for the OR217: OR10 – OR99W project

Requested Actions:

Approve an increase in the Construction Authorization for the OR217: OR10 - OR99W project from \$129,693,018 to \$147,081,690 for a total increase of \$17,388,672. The funding for the increase will be provided from \$3,523,663 from the state bridge program funding reserves, \$11,865,009 from cancelling the construction phase of the I-5: Capitol Highway – OR217 project and \$2,000,000 already accounted for in the project bottom line from canceling the utility relocation phase in a previous OTC action.

OTC Requested Funding Adjustments to Support Key 18841
OR217: OR10 to OR 99W

Requested Actions:

Approve an increase in the Construction Authorization for the OR217: OR10 - OR99W project from \$129,693,018 to \$147,081,690 for a total increase of \$17,388,672. The funding for the increase will be provided from \$3,523,663 from the state bridge program funding reserves, \$11,865,009 from canceling the construction phase of the I-5: Capitol Highway – OR217 project and \$2,000,000 already accounted for in the project bottom line from canceling the utility relocation phase in a previous OTC action.

Project to modify funding:

OR217: OR10 - OR99W (K18841)				
PHASE	YEAR	COST		
		Current Estimate	Proposed	Delta
Preliminary Engineering	2014	\$22,490,267	\$22,490,267	\$0
Right of Way	2020	\$3,000,000	\$3,000,000	\$0
Utility Relocation	N/A	\$0	\$0	\$0
Construction	2021	\$131,693,018	\$147,081,690	\$15,388,672
Other	2019	\$1,600,000	\$1,600,000	\$0
TOTAL		\$158,783,285	\$174,171,957	\$15,388,672

Funding plan:

Source of funding	Funding Program	Funds
Cancel the CN phase of I-5: Capitol Highway - OR217 (K22719)	SW Enhance	\$ 11,865,009
Bridge Program Funds	Fix-It SW Bridge/ HB2017 Bridge Seismic	\$3,523,663
TOTAL		\$15,388,672

Current MTIP Database Programming Levels for Key 18841
 OR217: OR10 to OR99W
 The canceled I-5 Capitol Hwy Construction funding will be transferred to the Construction phase in Key 18841

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[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 18841 | MTIP ID: 70782

OR217: OR10 to OR99W - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2019		\$17,656,822	\$1,797,021	\$3,046,157	\$22,500,000	<input type="checkbox"/>
	2013	HSIP (100%)	\$1,934,451	\$0	\$0	\$1,934,451	
	2019	STBG - STATE	\$5,658,646	\$647,657	\$18,253	\$6,324,556	
	2020	AC-STBGS	\$9,243,114	\$1,057,916	\$0	\$10,301,030	
	2019	RPFO	\$80,610	\$9,226	\$0	\$89,836	
	2019	HSIP (90%)	\$740,001	\$82,222	\$3,027,904	\$3,850,127	
Construction	2021		\$117,729,609	\$13,474,681	\$488,729	\$131,693,019	<input type="checkbox"/>
	2021	STBG - STATE	\$115,935,009	\$13,269,281	\$488,729	\$129,693,019	
	2020	AC-STBGS	\$1,794,600	\$205,400	\$0	\$2,000,000	
Purchase right of way	2020		\$2,691,900	\$308,100	\$0	\$3,000,000	<input type="checkbox"/>
	2020	AC-STBGS	\$2,691,900	\$308,100	\$0	\$3,000,000	
Other (explain)	2019		\$762,705	\$87,295	\$750,000	\$1,600,000	<input type="checkbox"/>
	2017	HB2017	\$0	\$0	\$750,000	\$750,000	
	2020	AC-STBGS	\$762,705	\$87,295	\$0	\$850,000	
Totals >>			\$138,841,036	\$15,667,097	\$4,284,886	\$158,793,019	



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new child project to I-5
 IBR to the MTIP

Project #3

Project Details Summary							
ODOT Key #	23656	RFFA ID:	N/A	RTP ID:	10866	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1		STIP Amendment ID:		24-27-1199	

Summary of Amendment Changes Occurring:

This new project is related to the larger I-5 Columbia River (Interstate) Bridge replacement (IBR) project currently progressing through Preliminary Engineering in Key 21570. The project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number upon its final STIP approval. The PE phase for the I-5 IBR project was obligated back in FFY 2022. As part of reaching the eventual construction phase for the bridge replacement, ODOT will need to complete demolition of two unused ODOT-owned buildings located on North Center Ave in Portland. ODOT and FHWA have determined that the demolition work occurring now will provide a cost savings to ODOT maintenance and the project. MTIP and STIP programming is occurring now to enable the funds to be obligated before the end of FFY 2024 which will allow the demolition activities to move forward immediately.

Project Name:	Hayden Island Building Demolition						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.

MTIP Detailed Description (Internal Metro use only):

On Hayden Island at North Hayden Island Drive and south to the I-5 SB entry and between North Center Ave and I-5, complete preparation for and demolition of two ODOT-owned buildings to reduce operation and maintenance costs.(Related child project to the larger I-5 IBR project in Key 21570)

STIP Description:

Preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Other	Other
ODOT Work Type:	OPERAT		

Phase Funding and Programming

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

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024					\$ 504,030		\$ 504,030
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030

Local Funds

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Total Estimated Project Cost							\$ 504,030
Total Cost in Year of Expenditure:							\$ 504,030

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 504,030	\$ -	\$ 504,030

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS?
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes: The completion date is an soft estimate only to determine if the project will require carryover.							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT State funds.	
2. Does the amendment include changes or updates to the project funding? Yes. New State funds are being added to the MTIP for this project.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per the STIP Impacts Worksheet.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT approval using HB5005 funding	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	North Hayden Island Dr		North Hayden Island Dr and south to North Tomahawk Island Dr/I-5 ramps		Center St on the west side and east to I-5

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. This is the first programming action for the project in the MTIP and STIP.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
					X			

Note: This is a special child project to the larger I05 IBR project in 21570. Performance measures apply to Key 21570

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project (Hayden Island Demolition Project aspect)
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2. The project is a child project to the larger full I-5 IBR project.
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10866 - I-5 Interstate Bridge Replacement Program
RTP Project Description:	Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension and implement variable rate tolling.

Key 21570 is the parent project to Key 23656.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation (Hayden Island Project Limit Area)
No	Motor Vehicle	No designation
Yes	Transit	The project area is within a transit frequent bus designation
No	Freight	No designation
Yes	Bicycle	The project area is within a Bicycle Parkway designation
Yes	Pedestrian	The project area is within a Pedestrian Parkway designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation (Hayden Island Demolition area)
NHS Project	Yes	I-5	Linked to the NHS as an Interstate

Functional Classification	Yes	1	Eisenhower Interstate System
Federal Aid Eligible Facility	Yes	Not Applicable	Urban Interstate

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? I-5, Yes.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: Goal # 1 - Mobility Options: Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. This child project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

Other	General state funds committed to the project. For this project, there are no federal funds. Only sate funds are being used to complete the construction/demolition work. In this case, the Other funds do not refer to overmatch funding
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Reference to Key 21570 containing the prior obligated programming for the I-5 Interstate Bridge Replacement

[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
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[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)

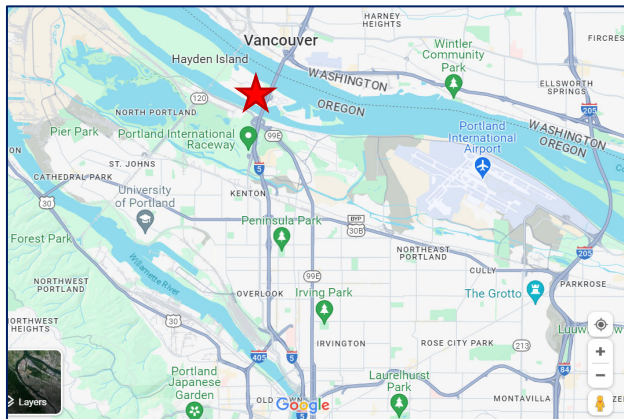
ODOT Key: 21570 | MTIP ID: 71083

I-5: Columbia River (Interstate) Bridge - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2020		\$7,288,246	\$834,172	\$989,989	\$9,112,407	<input type="checkbox"/>
	2020	STBG - STATE	\$7,288,246	\$834,172	\$989,989	\$9,112,407	
Preliminary engineering	2022		\$39,800,000	\$6,844,545	\$47,355,455	\$94,000,000	<input type="checkbox"/>
	2014	NHPP (Z001)	\$10,000,000	\$1,144,545	\$0	\$11,144,545	
	2018	OTHER - LOCAL	\$0	\$0	\$44,855,455	\$44,855,455	
	2020	NHPP (100%)	\$10,000,000	\$0	\$2,500,000	\$12,500,000	
	2022	NHFP (80%) Z460	\$18,800,000	\$4,700,000	\$0	\$23,500,000	
	2022	AC-STBGS (50/50)	\$1,000,000	\$1,000,000	\$0	\$2,000,000	
Totals >>			\$47,088,246	\$7,678,717	\$48,345,444	\$103,112,407	



Project Location References



Project Scope Summary





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

MTIP Formal Amendment
ADD NEW PROJECT
 Add Portland's new NAE grant
 award project to the MTIP

Project #4

Project Details Summary

ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1	STIP Amendment ID:		24-27-1081		

Summary of Amendment Changes Occurring:

The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.

Project Name:	Broadway Main Street and Supporting Connections						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:

Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

MTIP Detailed Description (Internal Metro use only):

In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. *(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.*

STIP Description:

Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
Federal Totals:			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Note: The USDOT NAE grant award is 100% federal. No minimum match required

State Funds

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

Local Funds

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Amended Programming Totals	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost							\$ 38,394,000
Total Cost in Year of Expenditure:							\$ 38,394,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review
1. What is the source of funding? USDOT FFY 2023 discretionary RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program
2. Does the amendment include changes or updates to the project funding? Yes. Adds new discretionary grant awarded federal funds to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Grant award letter and USDOT award list provided.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT, but ISDOT approval required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	N. Larrabee Ave		I-5 ramps	North Broadway	
	N. Broadway/NE Broadway		N. Larrabee Ave	NE 7th Ave	
	N/NE Weidler St		North Broadway intersection	NE 7th Ave	
Note: See project location map at end of Exhibit A/MTIP Worksheet.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	EFA Notes POC = No LEP = No LI = Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11646 - Broadway/Weidler Corridor Improvements
RTP Project Description:	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/street car designation
		N/NE Weidler St = Light rail/street car designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

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

4. Applicable RTP Goals:

Goal # 1 - Mobility Options

Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safe System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal 3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

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

Public Notification/Opportunity to Comment Consistency Requirement

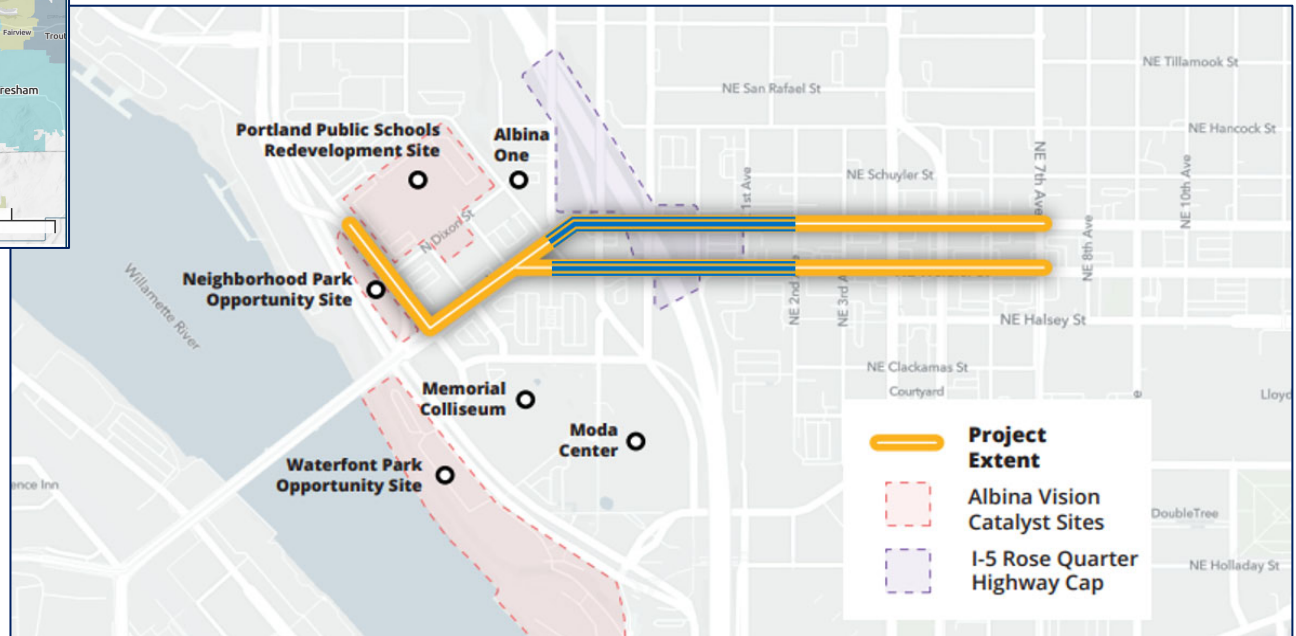
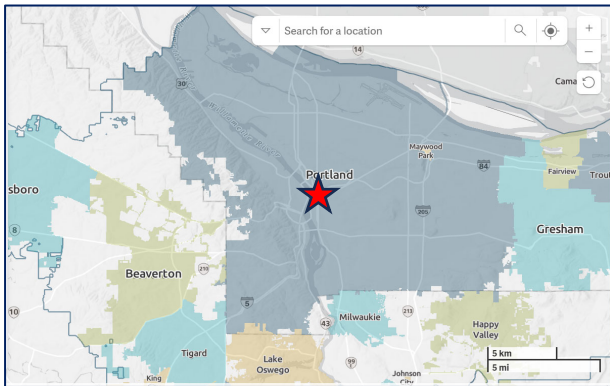
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 4, 2024 to July 5, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was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

Fund Codes References

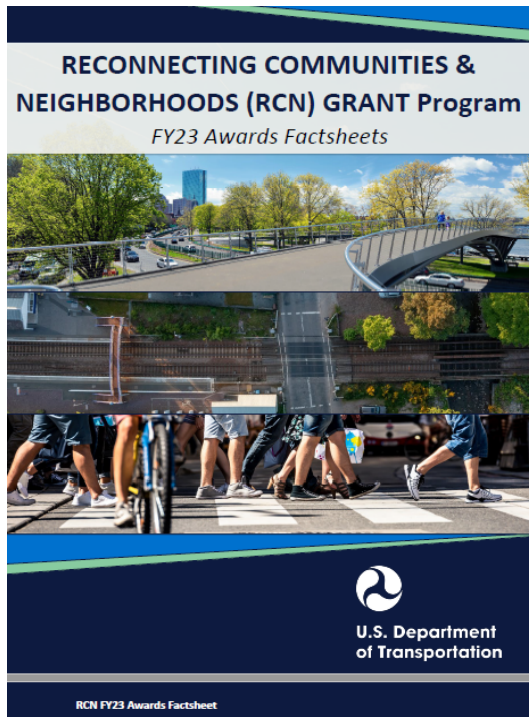
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

Project Name: Broadway Main Street and Supporting Connections (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	8,255,000.00		8,255,000.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	591,000.00		591,000.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	130,000.00		130,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	29,418,000.00		29,418,000.00		0.00		0.00
Grand Totals				38,394,000.00		38,394,000.00		0.00		0.00



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood’s gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city’s historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community’s vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland’s Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.



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

MTIP Formal Amendment
CANCEL PHASE
 Cancel UR phase, increase Cons,
 and slip Cons to 2025

Project #5

Project Details Summary							
ODOT Key #	23524	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JN24-09-JUN1	STIP Amendment ID:		24-27-1128		

Summary of Amendment Changes Occurring:
 The original funding and delivery plan was to locally fund the entire project. The city of Sherwood received a Congressional earmark which federalized the project. The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025. The net cost change to the project is 32% which is above the 20% threshold for administrative cost changes for projects above \$5 million dollars. This triggers the formal/full amendment requirement.

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

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

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

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024		—			-\$ 3,000,000		\$ -
HIPCDS23	Y926	2025					\$ 3,000,000		\$ 3,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 1,275,000					\$ 1,275,000
Other	OTH0	2024			\$ 873,500				\$ 873,500
Other	OTH0	2024				-\$ 2,340,000			\$ -
Local	Match	2024					-\$ 343,363		\$ -
Local	Match	2025					\$ 343,363		\$ 343,363
Other	OTH0	2024					-\$ 7,556,637		\$ -
Other	OTH0	2025					\$ 14,974,537		\$ 14,974,537
Other	OTH0	2024						\$ 179,000	\$ 179,000
Local Totals:			\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 15,317,900	\$ 179,000	\$ 17,645,400
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,275,000	\$ 873,500	-\$ 2,340,000	-\$ 10,900,000	\$ 179,000	-\$ 15,567,500
Amended Programming Totals			\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 18,317,900	\$ 179,000	\$ 20,645,400
Total Estimated Project Cost									\$ 20,645,400
Total Cost in Year of Expenditure:									\$ 20,645,400

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ (2,340,000)	\$ 7,417,900	\$ -	\$ 5,077,900
Phase Change Percent:	0.0%	0.0%	0.0%	-100.0%	68.1%	0.0%	32.6%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 343,363	\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	10.27%	0.00%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 15,317,900	\$ 179,000	\$ 17,645,400
Total	\$ -	\$ 1,275,000	\$ 873,500	\$ -	\$ 18,317,900	\$ 179,000	\$ 20,645,400

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	16.4%	0.0%	14.5%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	100.0%	100.0%	0.0%	83.6%	100.0%	85.5%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	14.5%	0.0%	14.5%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	6.2%	4.2%	0.0%	74.2%	0.9%	85.5%
Total	0.0%	6.2%	4.2%	0.0%	88.7%	0.9%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? Congressionally Directed Spending earmark and local funds.
2. Does the amendment include changes or updates to the project funding? Yes. Additional local funds are being added to the construction phase.
3. Was proof-of-funding documentation provided to verify the funding change? Yes through ODOT Local Delivery
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Local Delivery provided concurrence.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Ice Age Dr		SW Oregon Street	SW Dahlke Ln (Tonquin)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes No hits on EFA areas
	X		X		X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project is not included under the CFR, but will not be modeled.
Exemption Reference:	The new collector will be modeled and added to any Metro network
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Not Applicable as the project is not included as part of the regional system
RTP Project Description:	Not Applicable

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

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

Additional RTP Consistency Check Areas

1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? Yes
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal #1: Mobility Options:</u></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled</p> <p><u>Goal #4 - Thriving Economy:</u></p> <p>Objective 4.1 Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

HIPCDS23	HIPCDS23 represents a Congressionally approved Congressional Directed Spending award (i.e. earmark). This earmark was authorized from the FFY 2023 Congressional CDS award approvals. The funds are federal.
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Local	General local funds committed by the lead agency to meet the minimum match requirement against the federal funds award.
Other	General local funds committed to the project above and beyond the local fund minimum match requirement. Also referred to as "overmatching funds"

Key Number: 23524

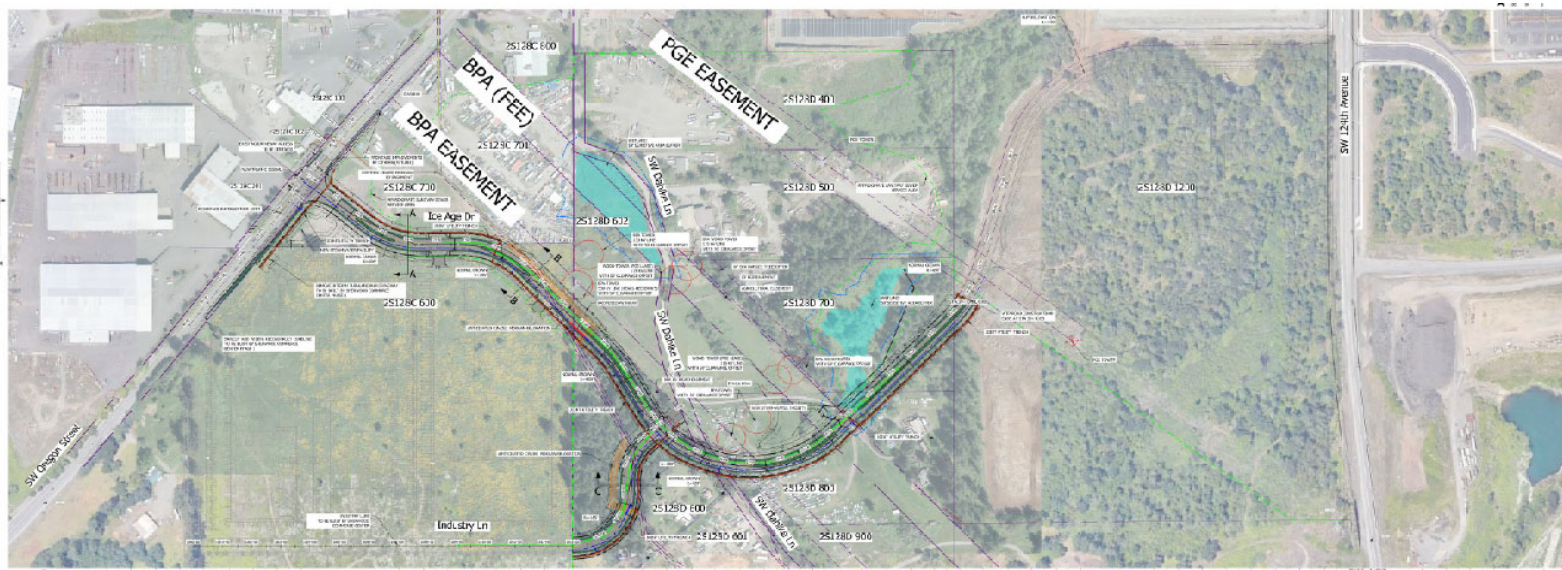
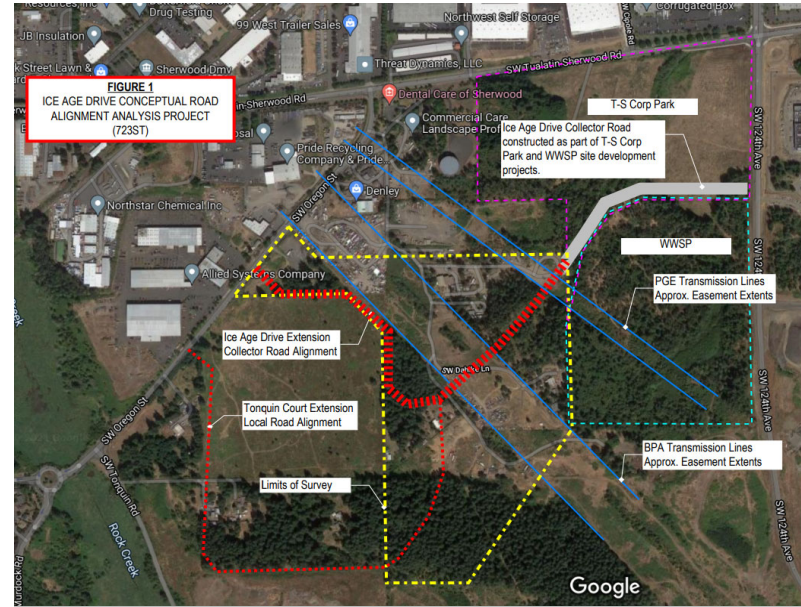
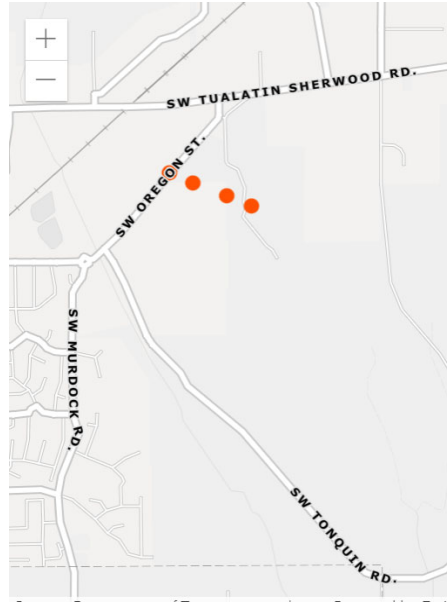
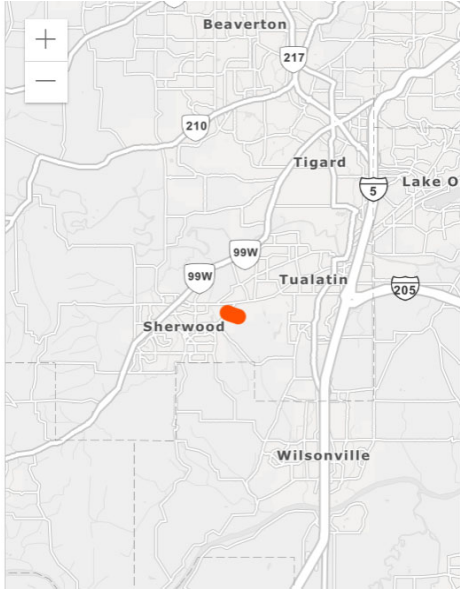
2024-2027 STIP

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

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	1,275,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,275,000.00
	PE Totals		100.00%	1,275,000.00		0.00		0.00		1,275,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	873,500.00	0.00%	0.00	0.00%	0.00	100.00%	873,500.00
	RW Totals		100.00%	873,500.00		0.00		0.00		873,500.00
UR	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	81.75%	14,974,536.58	0.00%	0.00	0.00%	0.00	100.00%	14,974,536.58
	Y926	HIP - community project congressionally directed	18.25%	3,343,363.42	89.73%	3,000,000.00	0.00%	0.00	10.27%	343,363.42
	CN Totals		100.00%	18,317,900.00		3,000,000.00		0.00		15,317,900.00
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	OT Totals		100.00%	179,000.00		0.00		0.00		179,000.00
Grand Totals				20,645,400.00		3,000,000.00		0.00		17,645,400.00

Project Location References





Memo

Date: May 30, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5422 Approval Request – JN24-09-JUN1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE AMENDING OR ADDING A TOTAL OF FIVE PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The June #1 2024-27 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is one of two MTIP formal amendments moving forward through the Metro approval process. The June #1 bundle is under amendment number JUN24-09-Jun1. There are a total of five projects in the bundle. Two projects are new project being added to the MTIP. The remaining three are existing projects require cost changes and phase cancelations.

The two new projects include the following:

- **Key 23656 – ODOT Hayden Island Building Demolition project:**
The project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number. As part of reaching the eventual construction phase for the bridge replacement, ODOT will need to complete demolition of two unused ODOT-owned buildings located on North Center Ave in Portland.
- **Key 23646 – Portland Broadway Main Street and Supporting Connections:**
This is Portland’s new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant award supporting various active transportation/complete street upgrades on Broadway and Weidler.

What is the requested action?

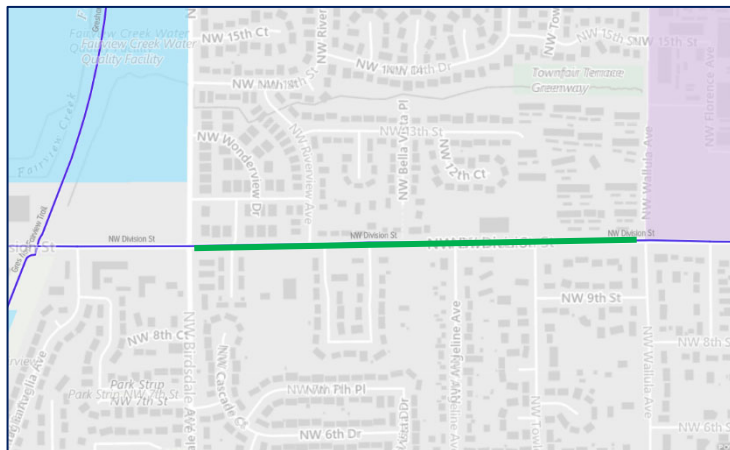
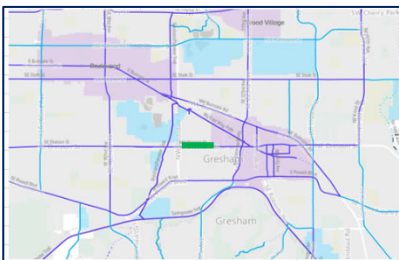
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5422 to amend the 2024-27 MTIP with the five projects.

Additional details about each new project are included starting on the next page.

A summary of the two projects is included below:

• **Key 22636 – NW Division Complete St Phase I: Wallula Ave – Birdsdales Ave:**

- Lead Agency: Gresham.
- Description: The project will complete Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdales Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs and ramps, plus bike lanes.
- Funding Summary: The amendment adds local overmatch to the construction phase. Gresham is adding \$3,675,971 to the construction phase. The total project cost increases from \$6,140,589 to \$9,841,550.
- Action: The formal amendment increases the construction phase. The latest construction phase cost estimate increases the construction phase from \$4,170,636 to \$7,846,597. The city of Gresham is committing additional local overmatching funds to address the construction phase funding shortfall. This will ensure the construction phase can obligate the phase funds before the end of FFY 2024 (before 9/30/2024).
- Added Notes: The funding change to the project represents a 60% cost increase to the project. The approved MTIP Amendment Matrix allows for allows for cost changes up to 20% for projects above \$5 million. Cost changes above the administrative threshold are considered an impact to the fiscal constraint finding. This triggers the need to complete the formal/full amendment.



• **Key 22719 - I-5: Capitol Highway - OR217:**

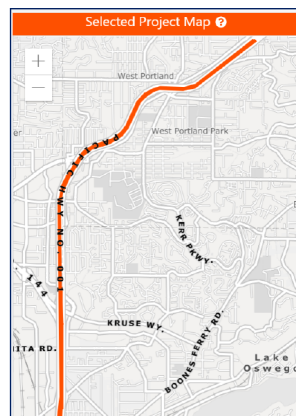
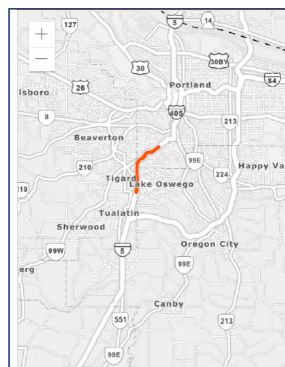
- Lead Agency: ODOT
- Description: The project will install electronic signs to provide advance warning of traffic up ahead on the highway to improve congestion, queuing and potential collisions.
- Funding Summary: The full project programming of \$15,917,009 decreases to \$4,052,000 as a result of the construction phase being canceled and the funding transferred over to the OR 217 – OR1- to OR99W in Key 18841 to address a funding shortfall.
- Action: The formal amendment cancels the construction per OTC action and transfers the funds to Key 18841. OTC approval was required to approve the transfer.
- Added Notes. Twp attachments are included with the staff report:
 - Attachment 1 – Key 22719 OTC Staff Report Item
 - Attachment 2 – Key 22719 Project Overview

Project to modify funding:

OR217: OR10 - OR99W (K18841)		COST		
PHASE	YEAR	Current Estimate	Proposed	Delta
		Preliminary Engineering	2014	\$22,490,267
Right of Way	2020	\$3,000,000	\$3,000,000	\$0
Utility Relocation	N/A	\$0	\$0	\$0
Construction	2021	\$131,693,018	\$147,081,690	\$15,388,672
Other	2019	\$1,600,000	\$1,600,000	\$0
TOTAL		\$158,783,285	\$174,171,957	\$15,388,672

Funding plan:

Source of funding	Funding Program	Funds
Cancel the CN phase of I-5: Capitol Highway - OR217 (K22719)	SW Enhance	\$ 11,865,009
Bridge Program Funds	Fix-It SW Bridge/ HB2017 Bridge Seismic	\$3,523,663
TOTAL		\$15,388,672



- **Key 23656 - Hayden Island Building Demolition (New Project):**

- **Lead Agency:** ODOT
- **Description:** The project will complete preparation for and demolition of two ODOT-owned buildings located on North Center Ave in Portland to reduce operation and maintenance costs for the agency
- **Funding Summary:** ODOT has committed \$504,030 of state funds to complete the project.
- **Action:** The formal amendment adds the new project to the MTIP. The project is related to the larger I-5 Columbia River (Interstate) Bridge replacement (IBR) project currently progressing through Preliminary Engineering in Key 21570. This project is considered a child-type project to the full I-5 IBR project and will proceed independently from I-5 IBR project under its own STIP Key number upon its final STIP approval. ODOT will need to complete demolition of two unused ODOT-owned buildings located on North Center Ave in Portland.



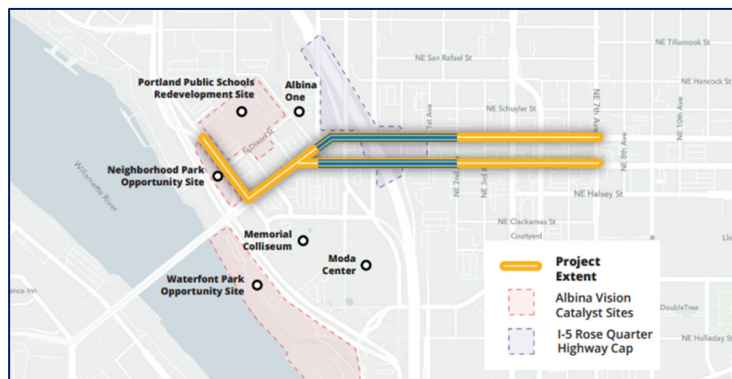
- **Key 23646 - Broadway Main Street and Supporting Connections (New Project):**

- **Lead Agency:** Portland.
- **Description:** The project will complete enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

The project will improve access and connectivity and foster equitable development and restoration in the heart of the city’s historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community’s vision for the area.

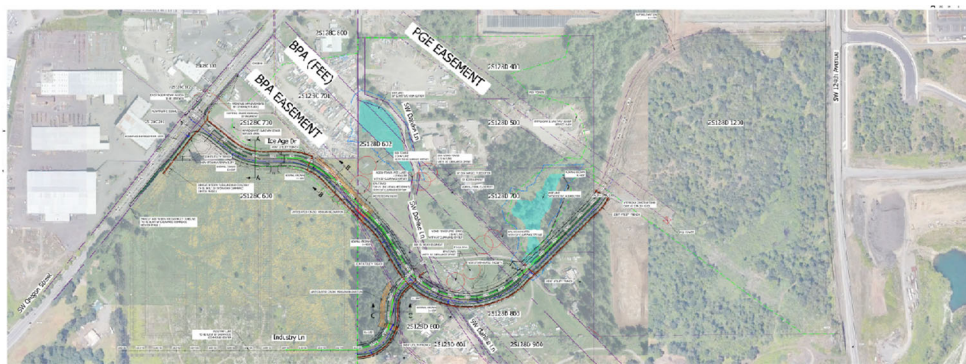
This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland’s Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

- **Funding Summary:** Portland received a \$38,394,000 grant from the USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program. The grant award is 100% federal. There are no matching funds required. The total project programming is \$38,394,000.
- **Action:** The formal amendment adds the new project to the 2024-27 MTIP. The programming action is occurring now which will enable the Preliminary Engineering phase to be obligated early in FFY 2025.



- **Key 23524 - Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin):**

- **Lead Agency:** Sherwood.
- **Description:** The project Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area
- **Funding Summary:** The project includes a \$3,000,000 FFY 2023 Congressionally Directed Spending (CDS) award with local funds representing the remaining funds for the project being local funds. The UR phase cancelation frees up \$2,340,000 of local funds for the Construction phase with Sherwood adding another \$5,077,900 to cover the revised construction phase estimate of \$18,317,900. The total new total project cost from the amendment is now \$20,645,400.
- **Action:** The formal amendment cancels the cancels the Utility Relocation phase and transfers the funding forward to the Construction phase. The construction phase receives added local overmatching funds and is being slipped to FFY 2025 based on the revised construction phase estimate.



METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June #1 FFY 2024 Formal MTIP amendment (JN24-09-JUN1) will include the following actions:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	May 31, 2024
• Initiate the required 30-day public notification process.....	June 4, 2024
• TPAC notification and approval recommendation.....	June 7, 2024
• JPACT approval and recommendation to Council.....	June 20, 2024
• Completion of public notification process.....	July 5, 2024
• Metro Council approval.....	July 11, 2024

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	July 16, 2024
• USDOT clarification and final amendment approval.....	Mid-August 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5422 to amend the 2024-27 MTIP with the five projects.

Two attachments.

- Attachment 1: Key 22719 OTC Staff Report Item
- Attachment 2: Key 22719 Project Overview



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: April 25, 2024
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J3** – Increase Construction Authorization for the OR217: OR10 – OR99W project

Requested Actions:

Approve an increase in the Construction Authorization for the OR217: OR10 - OR99W project from \$129,693,018 to \$147,081,690 for a total increase of \$17,388,672. The funding for the increase will be provided from \$3,523,663 from the state bridge program funding reserves, \$11,865,009 from cancelling the construction phase of the I-5: Capitol Highway – OR217 project and \$2,000,000 already accounted for in the project bottom line from canceling the utility relocation phase in a previous OTC action.

Project to modify funding:

OR217: OR10 - OR99W (K18841)				
PHASE	YEAR	COST		
		Current Estimate	Proposed	Delta
Preliminary Engineering	2014	\$22,490,267	\$22,490,267	\$0
Right of Way	2020	\$3,000,000	\$3,000,000	\$0
Utility Relocation	N/A	\$0	\$0	\$0
Construction	2021	\$131,693,018	\$147,081,690	\$15,388,672
Other	2019	\$1,600,000	\$1,600,000	\$0
TOTAL		\$158,783,285	\$174,171,957	\$15,388,672

Funding plan:

Source of funding	Funding Program	Funds
Cancel the CN phase of I-5: Capitol Highway - OR217 (K22719)	SW Enhance	\$ 11,865,009
Bridge Program Funds	Fix-It SW Bridge/ HB2017 Bridge Seismic	\$3,523,663
TOTAL		\$15,388,672

Background:

The purpose of the OR217: OR10 – OR99W project is to address long-standing bottlenecks on the highway from too many closely-spaced interchanges. The project scope includes adding auxiliary lanes, replacing two freeway ramps with a new frontage road, replacing a freeway overpass, installing sound walls, repaving multiple overpasses, retrofitting bridge railing, widening an overpass to add sidewalks and bike lanes and additional targeted improvements in partnership with the City of Beaverton and Washington County to complete the OR217 North/South bicycle and pedestrian connections. The project started construction in early 2022 and is scheduled for completion in 2025.

Since elements of this project were first programmed back in 2014, ODOT performed two value engineering studies (2018 & 2019), from which the team actively reduced scope and performed a Cost Risk Assessment workshop in 2020 to contain costs prior to beginning construction. While these efforts did reduce project costs and reduce overall risk to the project plan for on-time and on-budget delivery, the following factors were not fully accounted for and are contributing to the construction authorization increase request:

1) Contractor Staging and Contract Inspection Services:

More inspectors were required than anticipated when the construction budget was originally established and more consultant resources were needed to align with the contractor staging of the work area. In addition, retirements, hiring challenges, and shifting ODOT resources to other high priority projects within the Portland Metro area, required the utilization of consultant inspectors at a 25% cost premium over ODOT in-house inspection costs.

2) Extent of Traffic Control Plan Revisions for Public Safety:

Significant revisions to the traffic control staging plan required designers to evaluate the proposed changes and develop new traffic control plans to safely accommodate the traveling public through the project area, included working with TriMet to ensure bus travel through the corridor and temporary routing for pedestrians at highway interchanges was accommodated.

3) Bridge Retrofits:

This project has thirteen bridge retrofits. Significant challenges were encountered with conditions not matching as-built plans requiring redesign. This led to additional cost to retrofit the structures and make the necessary modifications so that improvements could be matched up to the existing structures.

4) Managing Hazardous Materials:

Project designers identified the need to manage hazardous material that needed to be relocated as part of this project. As construction continued, more hazardous material was identified than anticipated requiring additional coordination between ODOT, the Department of Environmental Quality (DEQ), and the contractor, to locate an appropriate disposal site, resulting in higher hauling and disposal costs. In addition, the discovery of construction debris (wood, metal,

guardrail, and asbestos) left over from the original construction of Highway 217, buried near the Allen Boulevard Interchange, resulted in additional specialty disposal costs.

5) Regulatory Changes:

New DEQ regulations went into effect after construction was underway. These changes increased the contractor's costs to manage erosion within the project site and increased the level of effort for ODOT to monitor and provide the appropriate reporting. New diesel emissions reporting requirements (OAR 340-261-0010, revised 11/17/2021) also required additional effort by both ODOT and the contractor to manage.

6) Challenges of a Five-Year Contract

Multi-year construction projects have unique challenges that were not adequately accounted for, including the long-term availability of subcontractors, increased material costs, and inflationary impacts on contract changes.

ODOT continues to monitor project costs as this project through construction completion in 2025.n. ODOT is also developing lessons learned from this project to inform and make improvements statewide, specifically to improve risk management processes, contract management of multi-year projects, and cost forecasting for inspection services.

Cost reduction efforts and opportunities during the project:

Some unanticipated work was completed by ODOT staff at a lower cost than negotiating a change order with the contractor. This work included producing and installing public-facing banners at the soil disposal site, tree removal and culvert repair.

In addition, working with Clean Water Services, ODOT moved \$2 million of work originally intended to be delivered in a separate utility phase into the main construction contract. Doing this work as part of the project saved time and eliminated the potential for multiple contractors being on site at the same time. This change resulted in a net savings of \$200,000.

Opportunities to reduce costs and reduce the overall request amount:

ODOT considered removing mainline re-paving work over the entire project limits, a potential savings of \$4.5 million. The team did not move forward with that option due to poor pavement conditions, increased maintenance costs and safety risks to ODOT Maintenance staff making critical repairs, the opportunity to utilize on-site contractor resources now and the likelihood of higher costs and traffic disruption to repave in the future.

ODOT also considered removing some bridge deck overlays with a potential savings of \$1.8 million. However, doing so would have resulted in higher future costs for the same work, lost opportunity to utilize our contractor already on-site and increased maintenance costs.

Outcomes:

With approval, ODOT will continue to deliver the full scope of the project.

Without approval, scope will need to be adjusted to fit the available budget.

Attachments:

- Attachment 01 – Location Map
- Attachment 02 – Vicinity Map

STIP PROJECT LOCATION

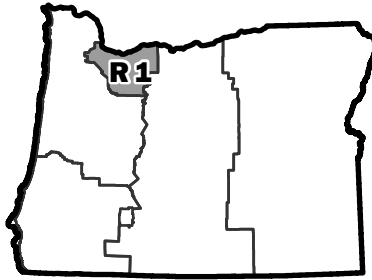
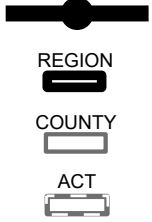
Agenda Item J3, Attachment 01

K18841

OR217: OR10 - OR99W

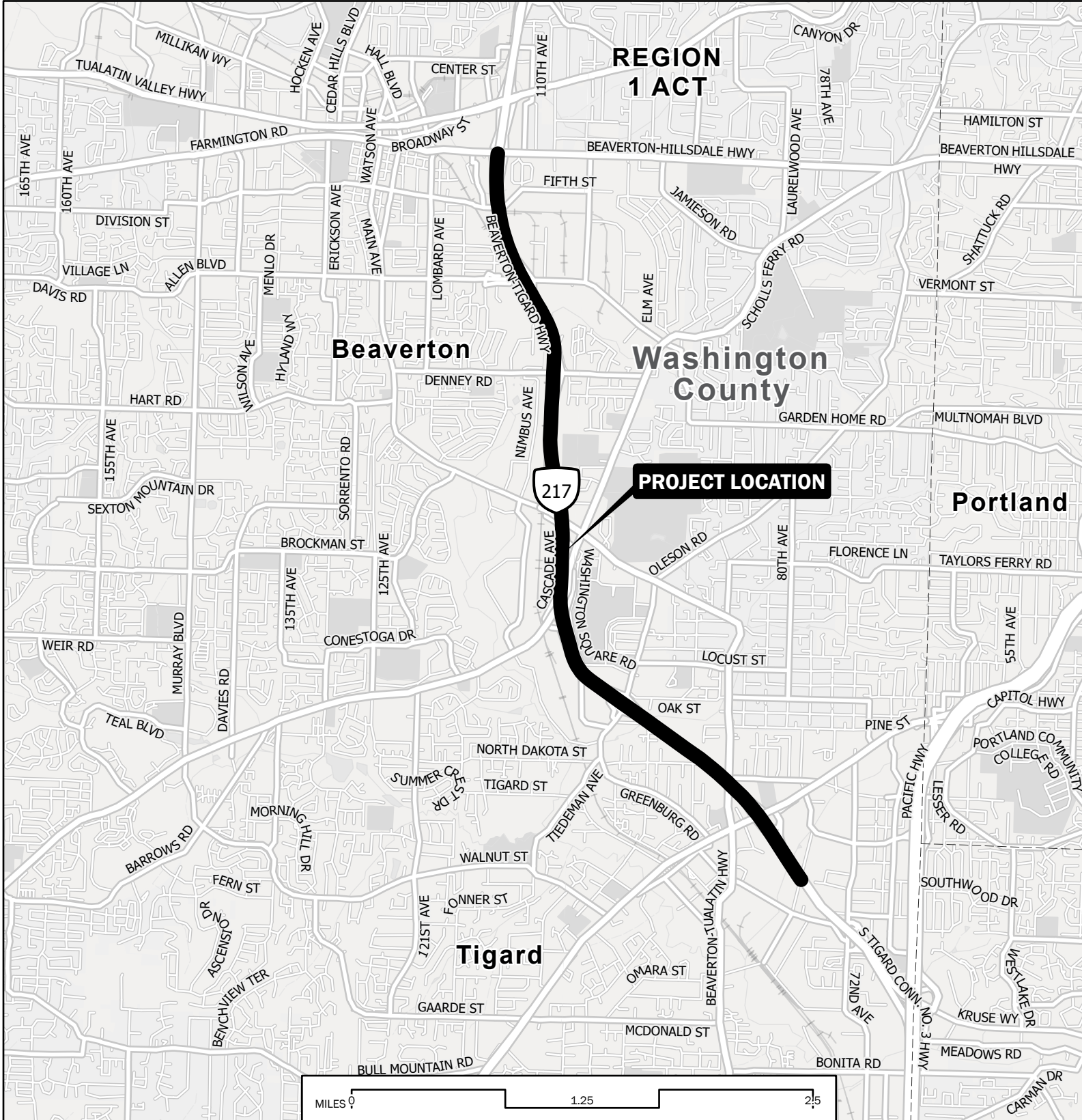
Key 22719 - OTC Staff Report Item

PROJECT LOCATION



DATE: 11/6/2023
PROJECT NO. 23-52
ODOT | GIS UNIT

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STIP PROJECT VICINITY

Agenda Item J3, Attachment 02

K18841

OR217: OR10 - OR99W

Key 22719 - OTC Staff Report Item

PROJECT LOCATION



REGION



COUNTY



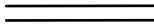
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INTERSTATE



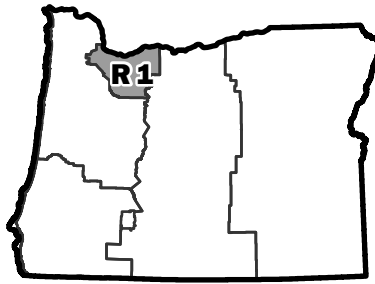
STATE ROAD



LOCAL ROAD



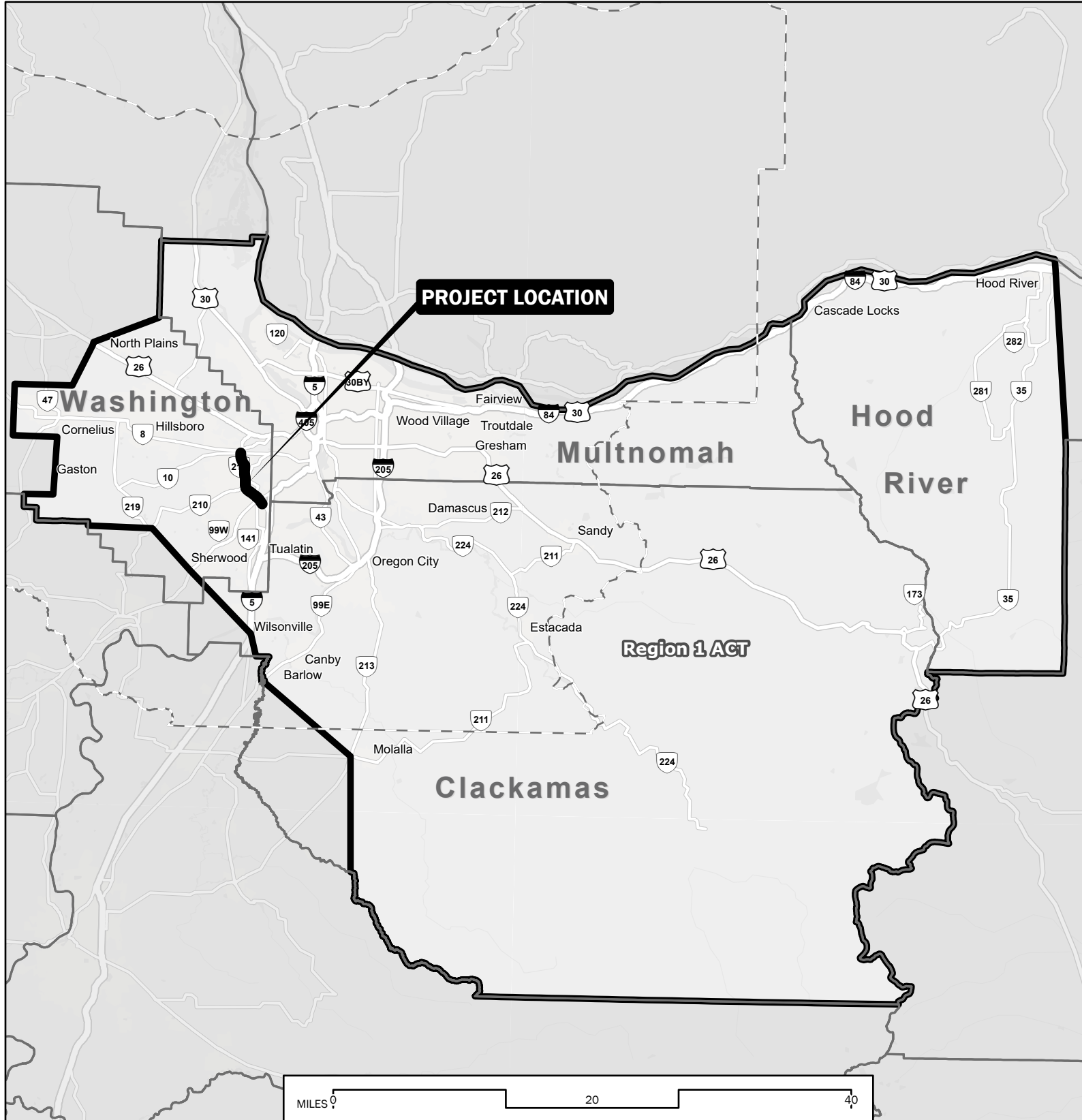
RAILROAD



DATE: 11/6/2023
PROJECT NO. 23-52
ODOT | GIS UNIT

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I-5: Capitol Hwy - OR 217

Multnomah County

Project Description

Install 18 new ODOT RealTime signs at key locations in both directions of Interstate 5 in Tigard and Southwest Portland. The new signs will consist of variable advisory speed signs (VAS) and variable message signs (VMS) across new sign bridges.

Purpose And Need

Travelers experience high congestion and high-crash rates during peak periods in this section of I-5 due to unexpected congestion and conditions in the Terwilliger curves and the I-5/I-405 split at the Marquam Bridge. RealTime signs have proven to help manage congestion in addition to improving safety, reliability, and green house gas emissions.

Proposed Solutions

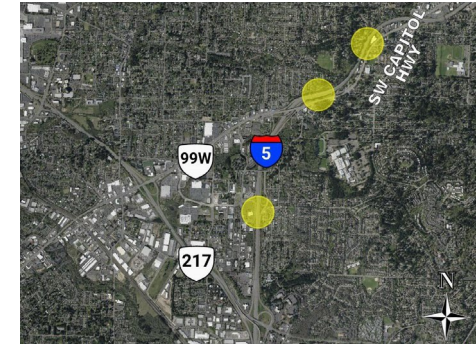
Install 18 new RealTime traveler information signs at key locations on I-5 through Tigard and Southwest Portland to improve safety and travel time predictability. Update outdated fiber optic cable network and repair and connect damaged or missing sections.

Anticipated Benefits

- Increases safety in the corridor by reducing the number and frequency of crashes.
- Improves operations by providing queue warning, traveler information and variable advisory speeds to better inform and prepare drivers.
- Increases travel time reliability during peak travel times.
- May accommodate future bus-on-shoulder service
- Variable message signs (VMS) alert drivers about crashes, congestion, road conditions, closures and other traffic-related information.
- VMS display estimate travel times to key destinations, so drivers can plan their arrival time or consider taking an alternate route.
- VAS signs display advisory speed based on the traffic ahead. The advisory speeds will change as real-time driving conditions change.

Estimated Project Cost

Estimated cost	\$15,917,009.
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Location of new ODOT RealTime signs on I-5



Example of variable speed signs on OR 217



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTNG THE)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF)	
FEDERAL TRANSPORTATION)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND)	Marissa Madrigal in concurrence with
PROGRAMS)	Council President Lynn Peterson
)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC’s recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Draft

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve

a significant risk to meeting the region's obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June X, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Ted Leybold,
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold, Grace Cho
Length: 30 minutes

ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED

Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds,
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

1. **Known Opposition:** None known at this time.
2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
5. **Financial Implications:** There may be a small required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND

As a reward for meeting the Metro area’s Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region’s initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

draft

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, May 31, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2028-2030 Regional Flexible Fund Allocation Program Direction – Request for Approval

Request: To request TPAC recommend to JPACT approval of 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction, as represented by Resolution 24-5415 with exhibit.

2028-2030 RFFA Program Direction

By recommending JPACT approval of Resolution 24-5415, TPAC recommends the region:

- Continue to repay existing bonding commitments with Regional Flexible Funds (Step 1A);
- Move forward to develop a new project bond to advance implementation of regional projects in exchange for a new commitment of future Regional Flexible Funds (Step 1A.1);
- Continue to invest into existing region-wide programs and regional planning activities with an allocation of Regional Flexible Funds (Step 1B);
- Begin the Step 2 capital grant allocation process guided by the direction of the 2023 RTP, Strategic Regional Funding Approach (interim), and cycle objectives.

2028-2030 Program Direction Development

Metro began the process to develop the 2028-2030 RFFA Program Direction in early 2024. Starting in February 2024, TPAC received presentations, information, asked and received responses to questions and opportunities to provide input monthly at their regular meetings and at the bi-monthly workshops (February and April) through May 2024. Additionally Metro staff solicited input at individual briefings with TPAC community representatives and non-profit partners were also undertaken. As requested, Metro staff also briefed and gathered input at the technical advisory coordinating committees. Metro staff also briefed and solicited input from policy makers beginning in February 2024 at the JPACT meeting and followed up at the April and May committee meetings. Similarly, by request Metro staff briefed and gathered input at the policy coordinating committees and responded to queries.

Then draft 2028-2030 Regional Flexible Fund Allocation Program Direction reflects the input provided by regional partners throughout the winter and spring 2024.

Metro Staff Recommendation

Due to limited time on the agenda at the May JPACT meeting, members of JPACT requested more time for discussion on the 2028-2030 RFFA Program Direction, with questions focused on understanding the process and details for developing the new project bond for Step 1A. Metro staff recognizes some JPACT members expressed interest in providing further input on the new project bond in the program direction.

After assessing the expressed concerns, recognition of the input opportunities offered to date, and understanding the action to recommend approval of the 2028-2030 RFFA Program Direction moves forward the ability to: 1) begin the bond development process; and 2) begin the Step 2 allocation process, **Metro staff recommends TPAC recommend approval to JPACT of Resolution 24-5415 with exhibit.**

Next Steps

Metro staff plans to return to TPAC at the July meeting with a more detailed schedule and next steps for the 2028-2030 RFFA process.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2028-)	RESOLUTION NO. 24-5415
2030 REGIONAL FLEXIBLE FUNDS PROGRAM)	
DIRECTION FOR THE PORTLAND)	Introduced by Chief Operating Officer
METROPOLITAN AREA)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson
)	

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.306 and 450.326 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Portland metropolitan region conducts a process to select projects and programs of regional significance in which to invest the region’s allotment of federal surface transportation funds, known as the Regional Flexible Funds Allocation (RFFA); and

WHEREAS, the RFFA is one element of the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate Regional Flexible Funds to projects and programs in the metropolitan region and preceding the allocation, developed a program direction defining broad categories for how the region invests these funds for federal fiscal years 2028-2030; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan (RTP) in December 2023; and

WHEREAS, the multi-year process to create the 2023 RTP engaged stakeholders throughout to the region to develop the goals, objectives, and policies for the long-range transportation plan and the associated transportation investment priorities; and

WHEREAS, the adopted 2023 RTP specified five regional goals to focus on in the near-term with the region’s transportation funding, which include: Transportation Equity, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy; and

WHEREAS, the 2028-2030 Regional Flexible Fund Allocation Program Direction receives its policy direction from the 2023 Regional Transportation Plan and looks to invest into transportation projects and programs which makes progress towards the five regional goals; and

WHEREAS, through February through May 2024, input was sought and received from the Transportation Policy Alternatives Committee (TPAC) as well as JPACT to update the Program Direction for the 2028-2030 Regional Flexible Fund Allocation cycle; and

WHEREAS, TPAC recommended the draft 2028-2030 RFFA Program Direction as outlined in Exhibit A to Resolution 24-5415 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC's recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the 2028-2030 Regional Flexible Funds Allocation Program Direction.

ADOPTED by the Metro Council this 11th day of July 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Exhibit A to Resolution 24-5415

2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction

Draft version

June 2024

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INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the greater Portland, Oregon area, Metro is responsible for allocating and administering federal transportation dollars. Every three years, Metro conducts a process to select specific investments to make in the region's transportation system with these dollars. This process is known as the Regional Flexible Funds Allocation (RFFA). Allocating these funds is one of several activities required of MPOs, others being the development of the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), and the Unified Planning Work Plan (UPWP).

As part of the RFFA process, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council consider how the available funding can be used strategically to address needs identified through the RTP. The RTP establishes the vision, goals, and objectives for the Portland region's transportation system, as well as defines performance measures and an investment strategy to ensure progress is made towards creating the envisioned system. In particular, the RTP provides the policy framework to guide how specific sources of transportation funds should be coordinated in order to invest in all parts of the planned system.

JPACT and Metro Council adopted the most recent update of the RTP at the end of 2023. In the time spent developing the 2023 RTP, an extensive two-year outreach process resulted in nearly multiple touch points with community leaders, elected officials, racial justice advocates, business leaders, community organizations, and federal and state agency partners.

Through this work with the community and policymakers, the region reaffirmed the need to continue near-term capital and program investments to advance the previous RTP goals of: Equitable Transportation, Safe System, Climate Action and Resiliency, and Mobility Options.¹ In addition, a fifth goal area was added to the 2023 RTP focusing on Thriving Economy. These five goals directs how funding is to be prioritized through the 2028-2030 RFFA.

Along with adopting the 2023 RTP, JPACT and Metro Council also adopted a new model strategy for High Capacity Transit. The updated High Capacity Transit strategy more fully articulates the multi-modal regional transportation system and investments needed to improve the existing system, and complement the Regional Transportation Safety Strategy (2018), Region Transit Strategy (2018), Regional Freight Strategy (2018), Emerging Technology Strategy (2018), Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart Strategy (2014) and Regional Transportation System Management and Operations (2021). Collectively, these planning policy documents provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance the five goals outlined in the 2023 RTP.

The 2028-2030 RFFA Program Direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2023 RTP and the supportive modal and topical strategies, specifically focusing on the five goals noted above. It continues the two-step funding approach adopted in 2011 for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas.

¹ Metro Ordinance 23-1496

Funding allocated in Step 1 represents the region’s ongoing commitments to fund portions of the transportation system that are critical to following through on RTP-identified goals and objectives. Step 1 is represented by two components: Step 1A represents the region’s commitment to repay bonds used to build portions of the region’s transit system; Step 1B represents investments to support transportation programs and planning activities coordinated region-wide. These programs and planning activities advance federal, state, and regional requirements for building a multi-modal transportation system, meeting federal air quality regulations, and reducing greenhouse gas emissions from vehicles, per mandates from the state.

Funding allocated in Step 2 is for local capital projects with regional impacts. After significant deliberation, the allocation of Step 2 Regional Flexible Funds updates to the Step 2 framework, maintaining the single capital projects category and focuses on projects that improve the system in multiple ways, which was first utilized in the 2025-2027 RFFA cycle.

2023 REGIONAL TRANSPORTATION PLAN GOALS

The 2023 RTP serves as the blueprint for the regional transportation system for the next 25 years. It identifies on five interconnected goals – equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy – in which 17 supporting objectives and 16 performance measures and targets define and measures progress towards the region’s aspirational system.

The 2023 RTP goals, objectives, and performance measures provide the policy directives for the 2028-2030 RFFA in shaping the process, setting key objectives for the allocation, establishing project eligibility and selection criteria.

2023 RTP Chapter 2 lays out this vision and includes 16 system performance measures to provide a basis for measuring expected performance of the plan in the long-term. Chapter 3 provides specific policy direction and priorities to guide investments to demonstrate the region’s actions are following its commitments and demonstrate progress towards the Plan’s implementation. The Plan’s priorities for investment to achieve the five interconnected goals of the RTP are outlined in Chapter 6. In taking the policy and plan direction from the RTP, projects funded through the 2028-2030 RFFA are to align with the RTP prioritization of investments identified in Chapter 6.2.

The aim is at the end of the 2028-2030 RFFA process, the allocation of the approximate \$150 million available in Regional Flexible Funds meets the objectives, policy directives, and investment prioritization of the RTP.

The RTP goals emerged from a multiyear discussion and identification of the region’s most urgent transportation needs by regional policymakers. They guided the development and refinement of the 2023 RTP projects and programs financially constrained list and reflect direction from JPACT and Metro Council to prioritize near-term investments to address these priorities.

The five RTP Goals are:

- **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.

- **Safe System:** Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
- **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.
- **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.
- **Thriving Economy:** Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

STRATEGIC REGIONAL FUNDING APPROACH (INTERIM)

Since May 2009, the region has followed a strategic regional funding approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. JPACT developed this regional funding approach to provide a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The strategic approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. Utilized in the development of RFFA policies since the 2010-2013 MTIP cycle, the strategic approach is updated as needed to reflect current funding sources and planning policy. Additionally, as other available funding opportunities emerged since the 2010-2013 MTIP cycle, the strategic regional funding approach serves as a starting point for informing a regionally coordinated set of priorities to pursue those other funding opportunities. Recognizing the strategic regional funding approach has influenced the development of a coordinated regional list of capital investment priorities, tailored to the context of the funding opportunity – such as the 2020 regional transportation funding measure and the congressional request of regional priorities for appropriations earmarks – the 2028-2030 RFFA Program Direction follows the core principles of the strategic regional funding approach.²³

Uses for regional flexible funds, as defined in the strategic regional funding approach include:⁴

- Active Transportation
- Arterial Expansion, Improvements, and Reconstruction⁵
- Throughway Expansion⁶
- High-capacity Transit Expansion
- Transportation System Management and Operations
- Regional Travel Options
- Transit Oriented Development

REGIONAL FLEXIBLE FUNDS ALLOCATION OBJECTIVES

In addition to directives from the Regional Transportation Plan and the strategic regional funding approach, the Regional Flexible Funds is obligated to meet necessary federal eligibility and administrative requirements, as they are fully comprised of federal surface transportation funds. Additionally state mandates, particularly centered around greenhouse gas emissions reduction and improving air quality also provide direction on the use of Regional Flexible Funds. As a result, the

² See Metro Council Resolution 16-4702.

³ The strategic regional funding approach remains an interim approach as JPACT and the Metro Council begin discussions pertaining to transportation funding and revenues throughout 2024 with the intent of developing a set of transportation funding priorities.

⁴ Most recent strategic regional transportation funding approach is from the 2027-2030 MTIP program direction.

⁵ Limited to arterial freight facilities for ITS, small capital projects, and project development.

⁶ Limited to project development with large discretionary funding leverage opportunities to address multiple transportation issues around the mainline facilities, focusing on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

following objectives define how to conduct the RFFA process and define what outcomes to achieve with the overall allocation process to meet all necessary requirements.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
 - a. To further support selecting projects from throughout the region, those projects awarded construction funding in Step 2 in the 2025-2027 cycle are ineligible to apply for funds in the 2028-2030 cycle.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3-2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
 - a. Which may lead to different recommendations from the project delivery risks assessment that play a role in awarding funding and conditions of approval.
9. Identify opportunities for leveraging, coordinating, and collaboration.

Per RTP Equitable Transportation Policy 7 (Table 3.2.2.3), projects and programs funded through the RFFA should demonstrate support of family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.

2028-2030 REGIONAL FLEXIBLE FUNDS STRUCTURE

The 2028-2030 RFFA follows the two-step framework the region has followed starting with the 2014-2015 allocation process. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives.

A total of \$153 million is projected to be allocated in the 2028-2030 federal fiscal years. Funding amounts for each of the funding areas is as shown in Table 2 below.

Table 2: Total 2025-2027 Regional Flexible Funds

Step 1A: Transit & Project Development Bond Repayment Commitment	\$51.78 million
Step 1A: New Bond Commitment (pending approval)	\$ TBD

Step 1B: Region-wide Program Investments, Planning	\$40,557,783
Step 2: Capital Investments	\$ TBD based Step 1A New bond commitment
Total 2028-2030 RFFA	\$153 million (estimate as of spring 2024)

Step 1 consists of two funding focus areas. Step 1A repays bonds issued to develop and construct key elements of the region’s multi-modal system, with particular emphasis on the transit network. Step 1B targets funding towards key system investment needs and ensures the region has capacity to follow federal planning requirements and can respond to and plan for future system opportunities. The region is interested in pursuing a new project bond for Step 1A for the 2028-2030 RFFA cycle. Further described in the following section, the nature of the new project bond will determine the final amounts allocated between Step 1A and Step 2. The allocation for Step 1B remains.

Step 2 provides capital project funding to develop and construct improvements to the regional system. The focus of these project funds is on completing gaps or improving the active transportation system, address crashes and safety hazards, and making strategic improvements to support a healthy economy

Step 1A – Bond Repayment Commitments



Regional flexible funds have been used to help construct the region’s high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The region’s current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop.

In the 2019-2021 RFFA process, JPACT and Metro Council directed regional funding to be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay. This decision was in advance of the

Oregon State Legislature adopting House Bill 2017, which placed further investment statewide in the transportation network.

Regional flexible funds were used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. For projects coordinated with freeway mainline and associated interchange elements, flexible funds were invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities and focused on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

The past decisions on the Regional Flexible Fund Allocation committed future Regional Flexible Fund dollars to project bond repayment in effort to advance financial resources to delivery larger capital projects earlier and capitalize on federal funding opportunities. As a result, the region remains committed to bond repayment through 2034 for transit and project development are shown below in Table 3. Pending funding to be allocated in the 2028-2030 RFFA cycle is highlighted in blue.

Table 3: Regional bond repayment commitment schedule

Federal Fiscal year	Amount (millions)
2025	\$21.78*
2026	\$21.76*
2027	\$21.74*
2028	\$17.28
2029	\$17.26
2030	\$17.24
2031	\$17.22
2032	\$17.19
2033	\$17.17
2034	\$17.15

** Amount due in each of the three years of the 28-30 RFFA cycle*

For the 2028-2030 timeframe, the region’s scheduled bond repayments are \$51.78 million in total. This is a decrease from the 2025-2027 RFFA timeframe where the total scheduled bond repayments are \$65.28 million. The net difference between the two RFFA cycles is \$13.5 million newly unencumbered towards project bond repayments.

Recognizing the transportation needs of the region, the increased funding capacity starting in 2028 opened a discussion as to whether the region should consider a new project bond commitment of Regional Flexible Funds to implement regional or corridor scale projects to advance Regional Transportation Plan goals and outcomes. Over the course of the 2028-2030 RFFA program direction development, input and feedback from regional partners indicated a desire to pursue a new project bond in exchange for committing future Regional Flexible Funds. However, regional partners also expressed caution as committing future funding provides less flexibility in latter cycles to invest into emerging transportation needs. To address this feedback and additional

direction, the purpose and principles was developed as described in Table 4. The development of the list of projects and programs to receive bond proceeds are set to be developed in parallel with the Step 2 process. A proposal to identify and select candidate projects for the new project bond will come forward with regional partners after the adoption of the 2028-2030 RFFA program direction.

Table 4. Purpose, Principles, and Project Category Themes for a New Project Bond (beginning the 2028-2030 Regional Flexible Fund Allocation)

Purpose	A method to utilize regional revenues on regional or corridor scale projects.
	Advance the ability to construct projects earlier than would otherwise be possible.
	Leverage significant discretionary revenue that will otherwise be allocated to other metropolitan areas.
	Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.
Principles	The allocation of a new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and the Metro allocation of Carbon Reduction Program funds.
	<ul style="list-style-type: none"> • The new project bond size is to be guided by: <ul style="list-style-type: none"> - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include: <ul style="list-style-type: none"> ▪ Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A) ▪ On-going support for programmatic regional transportation investments (Step 1B) ▪ Support for local capital projects that are impactful on regional outcomes (Step 2) - Attempts to maintain prior funding levels of existing Step 1B programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate for both) for forecasted revenues in 2028-2030. - Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to other Step 1B programmatic investments and Step 2 capital projects in the case of revenues being less than forecasted in all future years impacted by the bonding. - Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.
	The projects identified for a new project bond proceeds are a reasonable trade-off between the advantages of funding priority projects earlier than

	would otherwise be possible with the reduction in purchasing authority for future allocation cycles.
	The identified projects significantly and comprehensively advance the RTP goals of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.
	Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Improvement Grant projects.
	Candidate projects proposed with bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.
	The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.

Furthermore, to achieve and implement the purpose and principles described above, the following category themes serves to narrow the types of regional and/or corridor-scale projects to be supported through the new project bond:

- Capital Improvement Grants/federal funding leverage
 - Regional contribution to funding plans of existing priority projects
 - Next Corridor funding
- First/last mile transit investments
 - includes safe access to transit
- Transit vehicle priority investments

Bond repayment commitments for the 2028-2030 RFFA cycle are:

Bond Repayment Commitment	\$51,780,000
New Project Bond Repayment Commitment	\$ To be determined

Step 1B – Region-wide program investments, MPO and regional planning

Region-wide program investments

Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:

- **Regional Travel Options/Safe Routes to School –** Grant program that supports local jurisdictional and non-governmental organization partners’ public outreach and encouragement work that helps people of all ages reduce automobile use and increase travel by transit, ridesharing, bicycling, and walking. Funding also supports research, measurement and partner coordination activities.
- Grants to local partners that support public outreach and encouragement, to help people reduce automobile use and travel by transit, ridesharing, bicycling or walking, and to build a coordinated regional Safe Routes to School program



- **Transit Oriented Development –** Grant program to help stimulate private development of higher-density, affordable and mixed-use projects near transit, invest into urban living infrastructure - such as early childhood learning centers, grocery stores, community cultural spaces, and employment resource centers – that benefit low-income community members and people of color, and to acquire land for future affordable housing development all within proximity to frequent service transit to increase the use of the region’s transit system and advance the Region 2040 Growth Concept.
- **Transportation System Management and Operations –** Funding focused on projects and coordination activities to improve the region’s transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently.

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels which includes an annual 3% increase to address increasing program costs and maintain purchasing power. The region-wide programs are reviewed in each RFFA cycle. TPAC was presented an overview and highlights at the February and April 2024 workshop meetings.

Region-wide program investments for the 2028-2030 RFFA cycle are:

Regional Travel Options/Safe Routes to School (RTO/SRTS)	\$12,131,862
Transit Oriented Development (TOD)	\$12,900,856
Transportation System Management and Operations (TSMO)	\$7,586,478

c. MPO, Freight, Economic Development, Corridor and System Planning

Regional funds are used to support planning, analysis and management work required of an MPO. JPACT and Metro Council have directed Regional Flexible Funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of the region’s transportation investments.

Planning-related funding commitments for the 2028-2030 RFFA cycle are:

**MPO Planning (in lieu of dues)
Corridor and System Planning**

**\$5,169,460
\$2,791,973**

Step 2 – Capital Investments

The 2028-2030 RFFA program direction retains the single Step 2 capital projects category and maintains the same focus on local projects with regional impact that improve the region’s active transportation network and supporting freight mobility and economic outcomes.

JPACT and Metro Council continue to direct a strategic approach is followed to allocating Step 2 funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the 2023 Regional Transportation Plan goals
- Prioritizes catalytic investments
 - leveraging large benefits or new funding
- Positions the region to take advantage of federal and state funding opportunities as they arise



In the development of the 2028-2030 RFFA program direction, participants largely supported the structure for Step 2 utilized in the 2025-2027 RFFA cycle. However, members of TPAC indicated a need some refinements to the Step 2 process and evaluation criteria. Already knowing the Step 2 evaluation criteria would require refinements to align to the 2023 RTP, the emphasis and focus on Step 2 has largely centered on refinements. From February through April 2024, Metro staff gathered input to

help inform the refinements necessary for Step 2. After assessing the feedback and comments, the three main themes emerged: 1) a desire for more technical assistance throughout the Step 2 application process; 2) greater context sensitive consideration in the evaluation of Step 2 applications; and 3) ensuring Step 2 Regional Flexible Funds are awarded across the region.

The two themes provided through the April 2024 combined with input heard with the adoption of the Regional Transportation Plan comprises the refinements for Step 2 in the 2028-2030 RFFA cycle. The refinements are described further in the following sections.

These refinements are to support result in projects that achieve multiple outcomes and lead to better outcomes in implementing the five goals outlined in the 2023 RTP.

Step 2 Evaluation Criteria

The criteria shown below in Table 4 (center column) serve as the evaluation standards for the applications received and in consideration for Step 2 funding. The criteria illustrate the region’s

commitment to invest to advance the 2023 RTP goals and priorities. Projects that perform well in the outcomes evaluation will demonstrate significant and measurable improvements in each of these criteria.

Table 5: Step 2 Project Evaluation Criteria

RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
<p>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 who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.</p>	<ul style="list-style-type: none"> • Increased accessibility • Increased access to affordable travel options • Meets a transportation need identified by the community 	<ul style="list-style-type: none"> • Project makes improvements in an Equity Focus Area (EFA) • Improves access to community places for Black, Indigenous, and People of Color (BIPOC), and underserved communities <ul style="list-style-type: none"> ○ E.g. Closes active transportation gaps or substandard facilities along frequent transit lines and stations in EFAs ○ E.g. Active transportation and/or regional trail network system completeness contribution in EFA • Makes active transportation improvements in area with poor community health outcomes • Improves access to low and middle wage jobs • Removes, reduces disparities and barriers (jobs, transit, services for equity communities) • Demonstrated transportation project was/is identified by community as a priority • Improves access in area with high lack of access to vehicle/high housing + transportation burden

RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
<p>Safe System – Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.</p>	<ul style="list-style-type: none"> • Reduced fatal and serious injury crashes for all modes of travel 	<ul style="list-style-type: none"> • Project location is designated as a priority for safety improvements • Scope of project is to address a known safety issue and uses proven safety countermeasures or higher quality design • Improve safety and mitigates for potential traffic congestion occurred through incident management in an area identified as a high crash location • Design elements prioritize safety with a hierarchy of users based on the project facility’s designated design classification • Project is within 1 mile (or designated walking zone) of a K-12 school
<p>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.</p>	<ul style="list-style-type: none"> • Reduced emissions from vehicles • Reduced drive alone trips • Reduces impacts/mitigates for weather events (e.g. flood, heat) • Increases stability of existing critical transportation infrastructure 	<ul style="list-style-type: none"> • Provides/increases transit option, biking/walking • Improves system management via technology • Improves/adds street connectivity • Integrates transportation demand management strategies (outside of TSMO) • In/supports development patterns of a designated 2040 priority Land Use center or corridor • Addresses environmental hazard (e.g. stormwater)

RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
		<p>runoff/wetness index, tree canopy)</p> <ul style="list-style-type: none"> • Addresses an Emergency Transportation Route • Decreases impervious surface • Increases tree canopy
<p>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</p>	<ul style="list-style-type: none"> • Increased reliability • Increased travel and land use efficiency • Increased travel options • Reduced drive alone trips 	<ul style="list-style-type: none"> • Increases reliability and efficiency for all travel modes • Improves transit reliability • Increases reliability by removing a barrier on regional freight system • Improves/adds street connectivity • Provides/increases transportation option
<p>Thriving Economy – Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.</p>	<ul style="list-style-type: none"> • Increased access to jobs • Increased access to centers • Increased access to industrial and transport facilities 	<ul style="list-style-type: none"> • Supports/increases industrial/commercial developability • In/supports development patterns of a designated 2040 priority Land Use center or corridor • Provides/increases access to Target Industries (see Economic Value Atlas) • Increases multimodal mobility and access to industrial and transport facilities
<p>Design* - Supporting the implementation of livable streets and trails that advance the region towards the 2040 Growth Concept vision and</p>	<ul style="list-style-type: none"> • Design clearly demonstrates prioritized values/objectives of the project appropriate to 	<ul style="list-style-type: none"> • In/supports future desired development of a designated 2040 priority Land Use center or corridor • Design elements prioritize pedestrian and bicycle access,

RTP Goal Area*	28-30 RFFA Evaluation Criteria	Draft Performance Measures for Consideration
regional transportation system vision.	context and facility/design classification <ul style="list-style-type: none"> • Design implements 2040 Growth Concept • Design reflects outcomes of performance-based planning and design 	mobility and safety and other functions based on the project facility's designated design classification <ul style="list-style-type: none"> • Project design represents the best possible improvement in project area, based on functional and design classification and contextual constraints.

*Indicates the evaluation criteria is not specifically a goal area identified by the 2023 Regional Transportation Plan.

Further staff work will take place during the summer of 2024 to finalize the Step 2 performance measures (furthest right column in Table 4) and provide additional guidance to applicants prior to the Call for Projects in September 2024. The performance measures listed above are examples and may not completely reflect the final performance measures utilized in the evaluation of candidates for Step 2 funding. Metro will present proposed performance measures at an upcoming TPAC workshop for further comment and clarification.

The evaluation will measure how completely, and thoroughly proposed projects address the criteria. The analysis will include both quantitative and qualitative measures to provide decision-makers with a well-rounded understanding of the proposed project's attributes and improvements to the regional system.

Depending on the pool of candidate projects submitted for consideration, additional emphasis of select performance measures or criteria may be required to ensure there is an adequate pool of eligible projects to utilize the different sources of federal funding which comprises the Regional Flexible Funds, particularly the use of Congestion Mitigation/Air Quality (CMAQ) funds.

Step 2 Cycle Objectives and Process Refinements

Upon action taken by JPACT and the Metro Council to allocate federal Redistribution funding in Summer 2024, the region will develop a process to provide application assistance to local jurisdictions for the Step 2 allocation. The details of the application assistance are in development, but based on staffing and funding availability to date, the known eligibility process elements for the application assistance include:

- Instituting a pre-application window prior and letter of intent to apply prior to the opening of the Step 2 application.
 - All eligible jurisdictions or agencies intending to apply for funding in the Step 2 application process are required to submit a letter of intent to apply.
 - Those jurisdictions eligible for application assistance must indicate during the pre-application window request for assistance.

In efforts to respond to the feedback from the RTP and regional partners desire to see Regional Flexible Funds invested across the region, the following cycle objectives and eligibility requirements are new to the 2028-2030 RFFA Step 2 cycle:

- Projects which received funding for construction in the 2025-2027 RFFA cycle are ineligible for applying for the upcoming cycle.
 - Projects which received project development funding in the 2025-2027 RFFA cycle would remain eligible.
- Increase the minimum funding request for project development work from \$500,000 to \$800,000
- Increase the minimum funding request for capital projects from \$3 million to \$4 million

Further staff work will take place during the summer of 2024 to define further the process for the Step 2 allocation. The proposer’s handbook available prior to the opening of the Step 2 Call for Projects will provide the details for the Step 2 process and provide further information on the outcomes evaluation and project delivery risk assessment for the purposes of supporting applicants in developing competitive applications.

TOTAL Step 2: **\$ To Be Determined**
(dependent upon new bond outcome)

STEP 2 PROJECT SELECTION PROCESS

All project funding proposals received in the Step 2 Capital Project category will be considered for selection using the following process:

Pre-Application Window – A pre-application window will take place prior to the Proposer Workshop(s) and Call for Projects (see below). Interested local jurisdictions and agencies will be asked to submit a letter of intention to apply during the pre-application window. One letter submitted by the jurisdiction or agency will suffice. As part of the letter, jurisdictions and agencies are to include a small number of details, such as project title and short description, draft project cost estimate and funding request, and whether the project seeks full funding through construction or project development funding only. More than one candidate project can be indicated in the letter.

In addition, those local jurisdictions and agencies eligible for application assistance will be asked to nominate themselves during the pre-application window.

Further detail outlining the Pre-Application Window and next steps for Step 2 are to be released in July 2024. The Pre-Application Window is tentatively scheduled for August 2024.

Proposer Workshop – Prior to the Call for Projects, Metro will hold at a minimum of one, but possibly more proposer’s workshop(s). The purpose of the workshop is to clarify the application and evaluation approach to help proposers prepare thorough project proposals that fully demonstrate project benefits and system improvements. Additional workshops may be held on specific areas of the application. An example may include a workshop focused on the questions to inform the Project Delivery Risk Assessment. The desired outcome is to ensure proposers understand how criteria will be used to evaluate their

project and understand what factors will be reviewed in determining the thoroughness of the project's scope, budget and timeline.

Call for Projects – Metro will issue the call for project proposals in September 2024. Applicants will have approximately nine weeks to complete proposals, which are due in November 2024.

Outcomes Evaluation – A work group will review and rate the submitted proposed projects. Proposals will receive an evaluation score reflecting how well the project addresses the criteria. In addition to this quantitative analysis, the evaluation will also include qualitative information to reflect attributes about each project that may not be reflected in a strict numerical score.

By presenting both quantitative and qualitative information, decision-makers and the public can better understand the technical merits of projects, which will help to better inform the regional decision-making process.

Project Delivery Risk Assessment – To ensure that RFFA-funded projects can be delivered as proposed, on time, within budget, and make it through the federal aid process, Metro will conduct a project delivery risk assessment on each candidate and issue a report documenting the findings. Candidates will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project completion within the 2028-2030 timeframe. An opportunity for clarifications on questions will be provided to candidates before issuing final findings. Recommendations from the Project Delivery Risk Assessment will inform conditions of approval and/or required early project development activities if the candidate project is awarded Regional Flexible Funds.

This report will be made publicly available and used as a part of the regional decision-making process.

The Outcomes Evaluation and Project Delivery Risk Assessment processes will occur concurrently in December 2024 – March 2025.

Public Comment – Following issuance of the Outcomes Evaluation and Project Delivery Risk Assessment reports, Metro will conduct a 30-day public comment period in period between March through April 2025, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Outcome Evaluation and Project Delivery Risk Assessment reports to inform the final 2028-2030 RFFA decision making process.

County Coordinating Committee/City of Portland Recommendations – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the TPAC action to recommend a package of projects to JPACT.

TPAC/JPACT Discussion and Action – Following the above information gathering steps, TPAC will be asked to consider and discuss the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation and will be requested to take action to refer a package of projects to Metro Council in July 2025.

Council Action – Metro Council will consider and take action on the JPACT-referred package in July 2025.

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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5415, FOR THE PURPOSE OF ADOPTING THE 2028-2030 REGIONAL FLEXIBLE FUNDS ALLOCATION PROGRAM DIRECTION FOR THE PORTLAND METROPOLITAN AREA

Date: June 7, 2024
Department: Planning, Development, and Research
Meeting Date: July 11, 2024

Prepared by: Grace Cho,
grace.cho@oregonmetro.gov

Presenter(s): Catherine Ciarlo, Ted Leybold,
Grace Cho
Length: 30 minutes

ISSUE STATEMENT

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, jointly in their role as the federally designated Metropolitan Planning Organization (MPO) board, conduct an allocation process to select transportation projects and programs to receive the MPO allocation of federal surface transportation funds, known as the Regional Flexible Funds (RFF). These funds are required to be used for projects and programs which advance the policy set forth in the most recently adopted Regional Transportation Plan (RTP).

This resolution codifies the specific program direction for how the region is to invest these flexible funds for federal fiscal years 2028 through 2030 in accordance with federal rules, regional policy direction and investment priorities established in the RTP, an interim regional funding approach, and objectives identified for the upcoming allocation cycle.

ACTION REQUESTED

Adopt Resolution No. 24-5415.

IDENTIFIED POLICY OUTCOMES

Resolution No. 24-5415 directs the investment of Regional Flexible Funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. The 2023 RTP development and adoption process, reaffirmed the need to continue making near-term progress on the first four goals listed while also considering a strengthened economy. These priorities were identified by stakeholders and elected officials as the most critical outcomes to achieve through investments in the regional transportation system. Therefore, they form the foundation for the RFFA program direction and focus the funding on transportation projects and programs which demonstrate demonstrable progress in these areas.

POLICY QUESTION(S)

The Regional Flexible Funds provide the opportunity for the region:

- 1) To make investments in the regional transportation system which have a direct impact towards advancing regional goals and objectives;
- 2) To focus investment on areas of the system which are critical but do not have other dedicated sources of funding; and

- 3) To leverage other sources of funding from other federal, state, and other local sources.

Through this resolution, the 2028-2030 RFFA program direction identifies an approach to allocate Regional Flexible Funds which strategically utilize these funds to fulfill RTP policy direction. As a limited source of funding, comprising of approximately 5% of the region's investment in the transportation system, the policy question presented is whether to support the recommended program direction for the 2028-2030 RFFA cycle, knowing that the 2023 RTP identified an enormous amount of need for the regional transportation system in efforts to achieve the region's transportation goals.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update presentation on the regional discussion occurring with JPACT on the 2028-2030 RFFA program direction. In that work session, Metro staff walked Council through the proposed options for the program direction through early May. Input and feedback received to date established the following proposed major elements for the 2028-2030 RFFA program direction to move forward.

1. The elements of the 2025-2027 RFFA program direction will carry over unless modified through action on the adoption of the 2028-2030 RFFA program direction. In summary, the elements carry over include:
 - a. The Regional Flexible Funds both in its allocation and investment will follow all commiserate federal rules and regulations. This includes undertaking a policy driven allocation and there is no suballocation of funding to geographic areas.
 - b. The existing two-step framework continues in the 2028-2030 RFFA. Council recognizes the purposes for and affirms the importance of continuing regional investments made through Step 1B. These investments respond to various federal, state, and regional obligations and commitments identified in planning documents and investment into areas of the system which lack a dedicated funding stream, but crucial to achieving the region's goals for the transportation system.
 - c. Center the allocation and investment of the Regional Flexible Funds in a manner that directly advances the implementation of the 2023 RTP. As a result, advancing the five interconnected RTP goals are the priority for all Regional Flexible Funds investment.
2. In efforts to make impactful progress and advance implementation of the 2023 RTP, the Council agrees with regional partners desire to commit future Regional Flexible Funds into a new project bond for regional transportation projects. The proposed emphasis is to make various capital and supportive investments in the region's transit system in efforts to meet multiple RTP goals while also responding to the input received during the adoption of the 2023 RTP of where to prioritize next steps. In taking action to adopt the program direction for the 2028-2030 RFFA, *Council and regional partners directs Metro staff to develop and undertake a process to identify the candidate regional projects to receive proceeds from the new project bond and build a bond proposal for consideration by the region.* As part of the directive, a set of principles included as part of the 2028-2030 RFFA program direction outlines objectives and framework in which to develop a proposal for which projects are eligible and identified to receive bond proceeds. The principles for the new project bond are listed in the Strategic Framing and Discussion section of this staff report.
3. Council and regional partners reaffirmed the revisions and refinements for the Step 2 capital grant allocation the Regional Flexible Funds. The Step 2 capital project funding is an important means of ensuring the vision defined in the RTP comes to fruition at the community scale. Over the years, these funds contributed to transformational community

projects throughout the region. Continuing to provide funding for local jurisdiction projects that support the RTP goals locally is a key component of achieving the regional vision. After discussions with regional partners, Council supports adjustments to the existing Step 2 evaluation criteria, process and cycle objectives in efforts to maintain the allocation of Regional Flexible Funds remain focused on RTP implementation. The proposed evaluation criteria, cycle objectives, and selection process for Step 2 applications reflects a balance of different considerations, including input received by partners, maintaining federal requirements, readiness for the federal aid process, and the RTP goals.

The 2028-2030 RFFA Program Direction to be adopted by Resolution No. 24-5415 follows the direction outlined developed with Council and regional partner input.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Resolution No. 24-5415 supports Metro's goals to address racial equity, climate action, safe streets, mobility, and economy by making the most strategic investments into the region's transportation system. It continues the development of the region's multimodal transportation network, particularly on complete streets and investment into the region's transit system. By contributing future Regional Flexible Funds into a new project bond to invest in all aspects of the transit network, regional partners look to address the significant feedback heard during the adoption of the 2023 RTP to make greater progress towards the regional vision by expediting the implementation of the regional transit strategy. Demonstrated through the Climate Smart analysis, investment in the transit system has shown the greatest impact towards meeting the region's climate goals while also advancing other regional goals and policies including advancing equitable transportation, providing more mobility, and implementation of the region's 2040 growth strategy. The investments in these transit projects also help provide jobs, support important economic sectors – such as construction – and opens the opportunity to advance complimentary Metro efforts, including the Construction Careers Pathway Program. Nonetheless, the transportation funding landscape is limited and making meaningful investment in the transit system requires major capital investments, which can be provided through a new project bond commitment of Regional Flexible Funds.

Experience from previous bond commitments and lessons learned demonstrate that through thoughtful planning and strong administrative practices, a new project bond has the ability to achieve positive outcomes and address multiple transportation needs despite taking on greater debt. As 2028-2030 RFFA program direction instructs Metro staff to develop a new project bond proposal for consideration by the region, it is necessary to outline parameters for the development of the new project bond agreed to by JPACT and the Metro Council. In efforts to outline the parameters, the following establishes the purposes a new project bond serves, consistent with previous project bond commitments undertaken with Regional Flexible Funds:

- A method to utilize regional revenues on regional or corridor scale transportation projects.
- Advance the ability to construct projects earlier than would otherwise be possible.
- Leverage significant discretionary federal revenue that will otherwise be allocated to other metropolitan areas.
- Continuing the past practice to use bonded RFFA revenues to advance transportation projects that improve equitable access to jobs and services, reduce climate impacts, and improve safe travel on the transportation system.

Principles for a New Project Bond

Based on input received, previous experience, and good administrative practices, development of a new bond proposal must address and balance the following principles:

- The allocation of new project bond proceeds to regional projects is made in consideration of other transportation spending in the region by other agencies and the Metro allocation of Carbon Reduction Program funds.
 - The new project bond size is to be guided by:
 - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include:
 - Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A)
 - On-going support for programmatic regional transportation investments (Step 1B)
 - Support for local capital projects that are impactful on regional outcomes (Step 2)
 - Attempts to maintain prior funding levels of existing Step 1B programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate for both) for forecasted revenues in 2028-2030.
 - Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to Step 1B programmatic investments and Step 2 capital projects in the case of revenues being less than forecasted in all future years impacted by the bonding.
 - Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.
 - The projects identified for new project bond proceeds are a reasonable trade-off between the advantages of funding priority projects earlier than would otherwise be possible with the reduction in purchasing authority for future allocation cycles.
 - The projects identified significantly and comprehensively advance the RTP investment priority outcomes of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.
 - Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Improvement Grant projects.
 - Candidate projects proposed for bond proceeds for construction activities are well advanced through project development activities and have an achievable funding strategy to complete the project.
 - The list of identified projects for bond proceeds is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.
1. **Known Opposition:** None known at this time. Some regional partners have requested more time to provide further input on the new bond commitment for the purposes of updating the program direction. Some regional partners are cautious taking on a new bond commitment because of possible lack of flexibility in the future. Other partners await the details on the process to identify which projects would be in contention to receive bond proceeds from a new project bond. But generally regional partners are in agreement with the effort to move forward with the program direction and begin both the new bond development process and Step 2 capital grant allocation.
 2. **Policy Development Stakeholders:** Starting with input received during briefings with Metro Councilors, TPAC and JPACT developed the 2028-2030 RFFA program direction,

using input received throughout winter to spring 2024. Additionally individual briefings with TPAC community representatives and non-profit partners were also undertaken. As requested, Metro staff also briefed and gathered input at coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.

3. **Legal Antecedents:** Updates the 2017-2027 Regional Flexible Funds Allocation Policy Report, adopted by Metro Council Resolution 21-5194 on September 9, 2021. Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution will provide the program direction, objectives and procedures that will be used during the 2028-2030 Regional Flexible Fund Allocation process to: 1) develop a new project bond proposal to be approved by JPACT and adopted by the Metro Council; and 2) nominate, evaluate, and select projects to receive federal transportation funds as detailed in program direction document (Step 2).
5. **Financial Implications:** There are no impacts for Metro's current budget. This resolution proposes policy for determining future allocations. The amounts are illustrative and rely on a continuation of funding at historic levels with modest inflationary increases to maintain existing operating levels. The proposal maintains Step 1B funding for region-wide programs, regional planning, and MPO functions on the same proportion and requires the same 10.27 percent match from local participants. Final allocations will depend on available federal funding.

BACKGROUND

The 2028-2030 RFFA program direction builds upon previous RFFA direction established by JPACT and Metro Council. Updated to align with new regional policy from the 2023 RTP and the supportive modal and topical strategies, the program direction specifically focuses on the five RTP goals noted. It continues the two-step funding approach applied since the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas.

Through previous RFFA investments made under this two-step approach, the region has helped expand the MAX light rail and Portland Streetcar systems with planning and construction funding. It has provided funding to develop a pipeline of active transportation projects to be ready for future funding opportunities. It has supported highway bottleneck projects by targeting funding to associated arterial improvements. It has supported funding for system and demand management strategies, and improving transit usage through housing and commercial investments. It has helped freight move more reliably with improved safety for all users. Through the Step 2 capital investments to local jurisdictions, it has helped construct dozens of projects that help people walk, bicycle or access transit more safely and easier.

The 2028-2030 RFFA Program Direction continues investments in these key regional system needs, focusing on project outcomes that advance the RTP goals. New to the 2028-2030 RFFA cycle is the consideration of a new project bond for Step 1A. The nature of the new project bond proposal, developed in parallel with the Step 2 allocation process, will propose final allocation amounts and future commitments of Regional Flexible Funds. Project selection criteria for the Step 2 investments are intended to illustrate how projects perform in each of the RTP goal areas. Further work will be

conducted during the summer of 2024 to develop performance measures relevant to each of the goals and to apply in the outcomes evaluation of candidate projects.

Adoption of Resolution No. 24-5415 enables staff to proceed with the next steps in the 2028-2030 RFFA process and maintain a timeline to have a final list of investments recommended by JPACT in the summer of calendar year 2025. Council consideration and action on a JPACT-approved project list is anticipated in July 2025. Maintaining this schedule is critical for the region to stay coordinated with the state's preparation of the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP), which is scheduled to be submitted to the federal Department of Transportation in the summer of 2026.

If the RFFA projects are not selected and approved for inclusion in the MTIP and STIP in a timely manner, the region's ability to spend federal transportation funds could be negatively impacted.

ATTACHMENTS

Resolution No. 24-5415

Exhibit A -2028-2030 RFFA Program Direction

draft



Frequent Express (FX) System Plan Introduction

6/7/2024

Transportation Policy Alternatives Committee (TPAC)





Outline

1. FX System Plan goal
2. Why build an FX network?
3. Why make an FX System Plan?
4. FX System Plan contents
5. Project schedule & partner engagement
6. Question for partners

FX System Plan

Goal



Increase ridership and connections for future riders by accelerating delivery of cost effective and feasible FX projects

Why build an FX network?

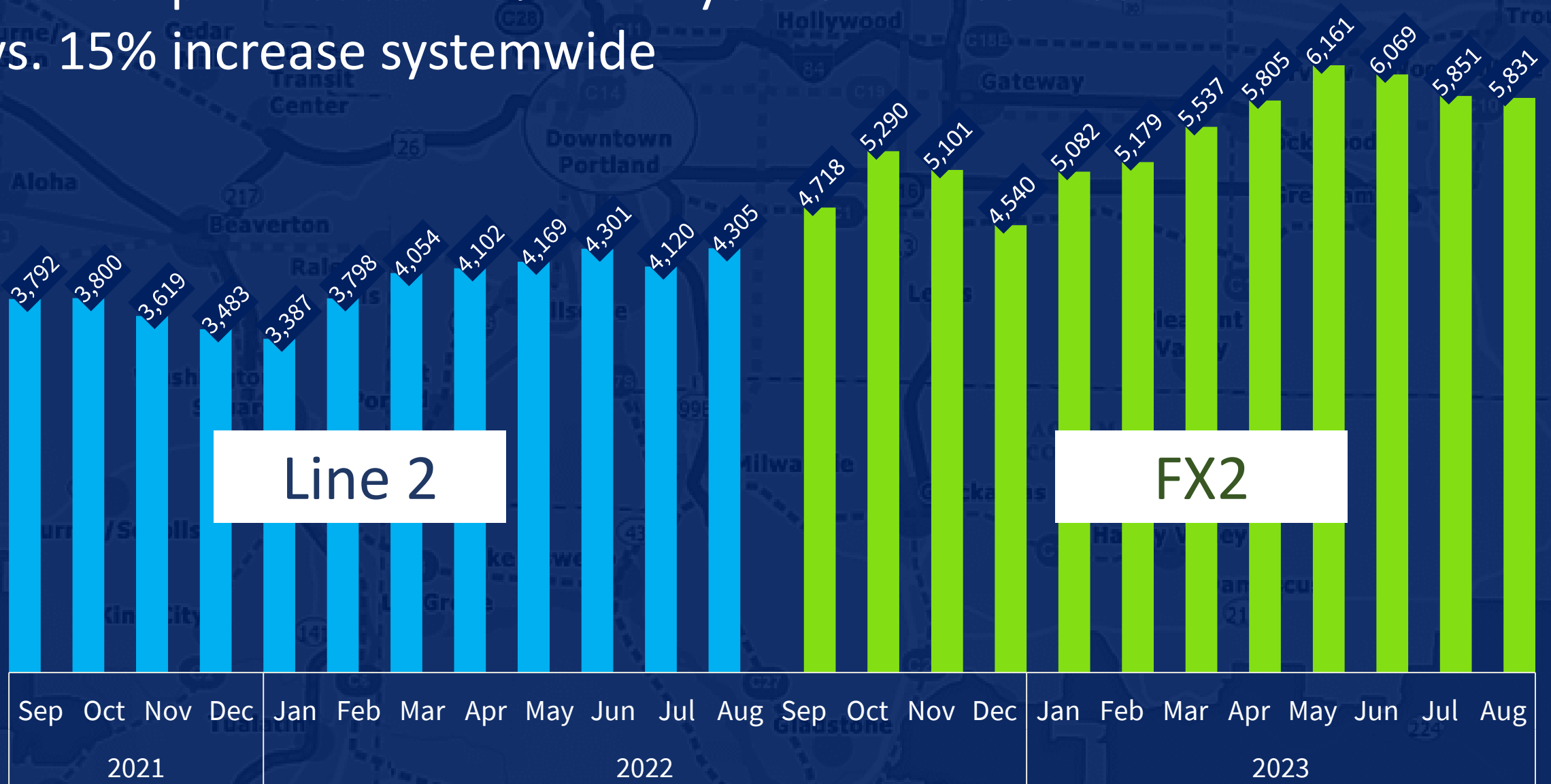
Average trip time 14% - 20% faster in 1st year of FX service
(both directions 7:00a – 7:00p)



	Inner SE Portland	Outer SE Portland	Gresham
Line 2	17.3 min	19.0 min	13.0 min
FX2	14.4 min	15.3 min	11.1 min
Change	-17%	-20%	-14%

Why build an FX network?

Ridership increased 40% in 1st year of FX2 service vs. 15% increase systemwide



Why build an FX network?

FTA Capital Investment Grant Small Starts grants: current BRT pipeline



Average project cost: \$188M / Average CIIG funding: \$99M

Capital Investment Grants Project Pipeline Dashboard. American Public Transit Association, 2024

Why make an FX System Plan?

Challenges that make FX capital projects slower and costlier

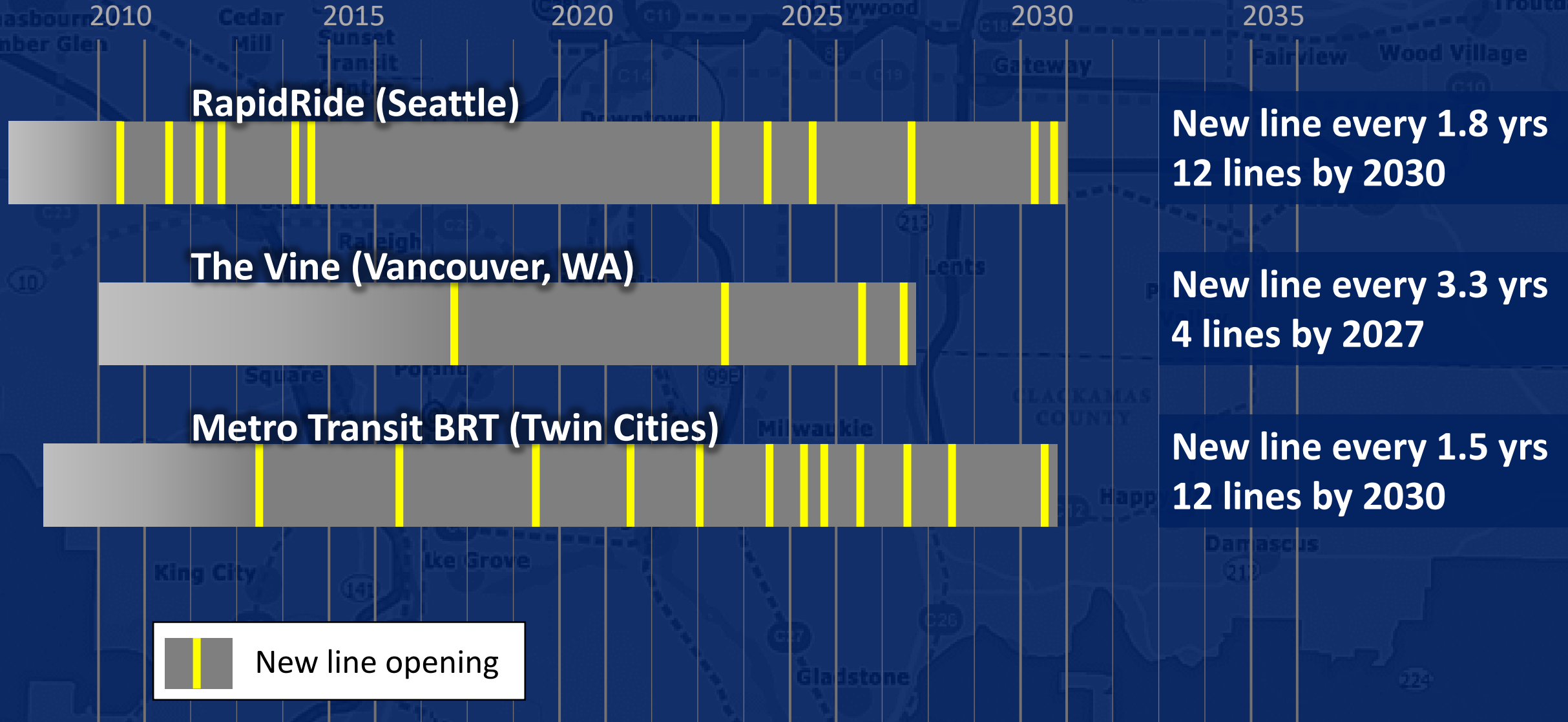


- Long corridors = many communities that deserve service
- Substandard infrastructure (bike, pedestrian, stormwater, etc.)
- Major right of way issues (railroads, narrow rights of way)
- Requests to modify service
 - Vehicle type
 - Stop spacing
 - “Open BRT” lines (combining FX & regular bus)
 - Amenities

Small Starts vs. New Starts funding limitations

Why make an FX System Plan?

Pace of BRT capital projects in peer cities



Why make an FX System Plan?

Build on High Capacity Transit Strategy

- Refine corridors in the HCT plan specifically for FX
- Examine viability of Frequent Service corridors for FX
- Identify specific corridor limits
- Use same or similar datasets when possible

FX Plan will complement and add detail to the HCT Strategy's framework



**HIGH CAPACITY TRANSIT
Strategy**

FX System Plan

Contents



FX System Plan

Standards

What defines FX service?

System Map

What is the preferred FX network?

Project Prioritization

What is the preferred order of FX project implementation?

Upcoming requests to our partner jurisdictions

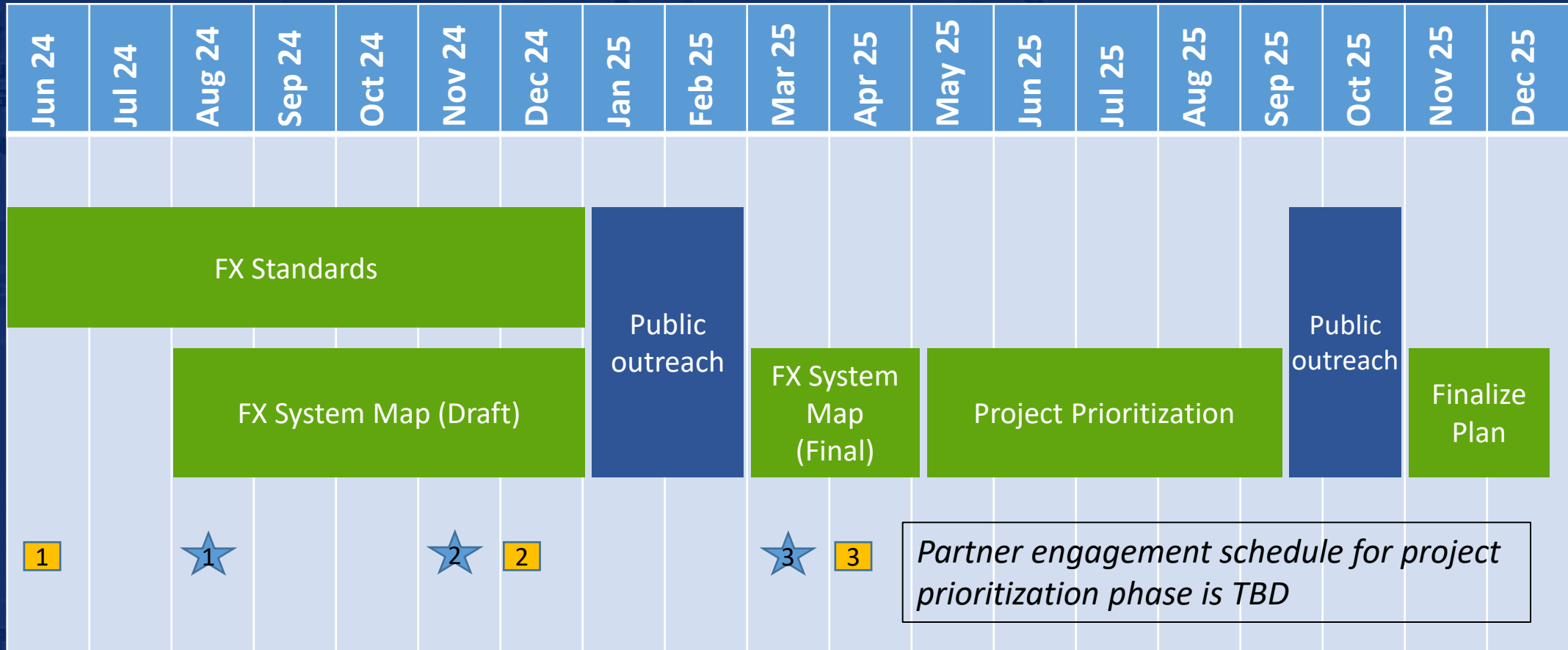


To understand potential project costs, we'll request (1) your data and (2) your review of data we compile on road conditions, such as:

- Whether your design standards are met
- Pavement conditions
- Major utility locations
- Right of way widths
- Existing fiber optic connections
- Traffic signal readiness
- Anything else that speaks to project costs?

This will help refine and deepen the HCT Strategy analysis

Project schedule & anticipated partner engagement



■ Partner engagement via TPAC and County Coordinating Committees

★ Partner engagement via staff workshops by geographic subarea at key milestones

Anticipated partner engagement: Details

■ Partner engagement via TPAC and County Coordinating Committees

1. (June 2024) Introduce Project
2. (Dec 2024) Draft FX network
3. (Apr 2025) Revised FX network responding to public comment

★ Partner engagement via staff workshops by geographic subarea at key milestones

1. (Aug 2024) Review corridor screening; discuss corridor conditions
2. (Nov 2024) Review draft FX network
3. (Mar 2024 – *if needed*) Review public comment and revisions to FX network

- Partner engagement schedule for Prioritization phase is TBD

Question:

Is there consensus support for the FX Plan goal?



GOAL: Increase ridership and connections for future riders by accelerating delivery of cost effective and feasible FX projects

Upcoming requests to our partner jurisdictions



To understand potential FX project costs, we'll request (1) your data and (2) your review of data we compile on road conditions, such as:

- Whether your design standards are met
- Pavement conditions
- Major utility locations
- Right of way widths
- Existing fiber optic connections
- Traffic signal readiness
- Anything else that speaks to project costs?

This will help refine and deepen the HCT Strategy analysis



Thank you

Jonathan Plowman
Senior Transit Planner

