

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, March 3, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 665293
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">• Welcome to new TPAC community representatives (Chair Kloster)• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2021-22 Annual Listing of Federally Obligated projects (Ted Leybold)	
9:30 a.m.	Public communications on agenda items	
9:32 a.m.	Consideration of TPAC minutes, February 3, 2023 (<u>action item</u>)	Chair Kloster
9:35 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5319 (<u>action item</u>, <u>Recommendation to JPACT</u>) Purpose: For the purpose of amending the 2021-24 MTIP to re-scope the OR8/Canyon Road project to reflect only the Beaverton Pedestrian Enhancement portion allowing it to meet federal delivery requirements.	Ken Lobeck, Metro
9:45 a.m.	Draft 2023-24 Unified Planning Work Program Purpose: Discuss draft UPWP	John Mermin, Metro
10:20 a.m.	2023 Regional Transportation Plan: Introduce and begin discussion of draft Chapter 3 policies Purpose: TPAC discussion and feedback on the draft policies proposed for Chapter 3 of the 2023 RTP.	Kim Ellis, Metro
11:25 a.m.	Call for Projects Update Purpose: Provide an update on the Call for Projects and next steps.	Kim Ellis, Metro
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
12:00 p.m.	Adjournment	Chair Kloster

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

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2023 TPAC Work Program

As of 2/24/2023

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

All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, March 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Welcome to new TPAC community representatives (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) • 2021-22 Annual Listing of Federally Obligated projects (Ted Leybold) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-5319 <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Draft 2023-24 Unified Planning Work Program (John Mermin, 35 min) • 2023 RTP: Introduce and begin discussion of draft Chapter 3 policies (Kim Ellis, Metro, 65 min) • Call for Projects Update (Kim Ellis, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, March 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 60 min) • Climate Smart Strategy Discussion (Kim Ellis/Eliot Rose, Metro, 60 min.) • 2023 RTP: Continue discussion of draft Chapter 3 policies (Kim Ellis, Metro, 45 min)
<p><u>TPAC meeting, April 7, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • UPWP Resolution 23-**** <u>Recommendation to JPACT</u> (John Mermin, 20 min) • Carbon Reduction Program – Introduce Allocation Proposals (Leybold/Cho, Metro; 50 min) • 2024-2027 MTIP – Performance Evaluation Results and Public Comment (Cho, 30 min) • 2023 RTP: Draft High-level Project Assessment Findings (Eliot Rose, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, April 19, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft high-level project assessment results (Eliot Rose, Metro, 90 min) • 2023 RTP: Draft Chapter 3 (Policy) – Continue discussion (Kim Ellis, Metro, 60 min) • 2024-27 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT; 20 min)

TPAC meeting, May 5, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- 2024-27 MTIP – Public Comment Report (Grace Cho)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **Carbon Reduction Program – Funding Allocation** Recommendation to JPACT
(Leybold/Cho/, Metro; 60 min)
- 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review (Kim Ellis, 90 min)
- Climate Smart Strategy (Kim Ellis/ Eliot Rose, Metro, 45 min)
- Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O'Connor, TriMet; 45 min)
- Integrating Construction Careers Pathways in Metro's transportation work (Sebrina Owens Wilson, Metro; 30 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

TPAC workshop, May 10, 2023**Agenda Items:**

- High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min)
- 2023 RTP: Draft system analysis results (Kim Ellis and Eliot Rose, Metro, 90 min)

TPAC meeting, June 2, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- Cascadia Corridor Ultra High-Speed Ground Transportation program update (Ally Holmqvist)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **2023 RTP: Finalizing draft RTP and list of project and program priorities for public review**
Recommendation to JPACT (Kim Ellis, 90 min)
- 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

MTAC/TPAC joint workshop, June 21, 2023**Agenda Items:**

- Climate Smart Strategy Discussion (Kim Ellis/ Eliot Rose, Metro, 60 min.)
- Possible Urban Growth Boundary topic, (Ted Reid, Metro, 60 min.)

<p><u>TPAC meeting, July 7, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2024-2027 MTIP – Adoption Draft <u>Recommendation to JPACT</u> (Cho, 30 min) • 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, July 12, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Freight Commodity Study: Draft Finding (Tim Collins, Metro, 60 min)
<p><u>TPAC meeting, August 4, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)
<p><u>TPAC meeting, September 1, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • <i>Great Streets Program updates: Final project list</i> (Chris Ford, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, September 13, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)

<p><u>TPAC meeting, October 6, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
<p><u>TPAC meeting, November 3, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Transportation Safety Performance Report (Lake McTighe, 30 min)
<p><u>TPAC meeting, December 1, 2023</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 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- TV Highway Corridor plan updates
- 82nd Avenue updates
- TSMO updates
- 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 (Dan Kaempff)
- Update on SW Corridor Transit
- High Speed Rails updates (Ally Holmqvist)

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: February 22, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during early to mid-February 2023)

BACKGROUND

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP Formal Amendments

February FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: FB23-06-FEB

Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22158 MTIP ID 71107	Metro	Regional Travel Options (RTO) program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2023 UPWP allocation year)	<u>ADVANCE PROJECT:</u> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#2) ODOT Key # 22161 MTIP ID 71114	Metro	Safe Routes To Schools program (FFY 2023)	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit. (FY 2023 allocation year)	<u>ADVANCE PROJECT:</u> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP
(#3) ODOT Key # 22598 MTIP ID 70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year)	<u>COMBINE FUNDING:</u> Combine \$295,924 of STBG plus match from Key 22154 into Key 22598 to support SFY 2024 UPWP Next Corridor Planning needs
(#4) ODOT Key # 22154 MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<u>SPLIT FUNDING:</u> Split \$295,924 of STBG plus match from key 22154 and combine into Key 22598 to support Next Corridor Planning needs in the SFY 2024 UPWP

Approval Status for the February FFY 2023 Formal MTIP Amendment, FB23-06-FEB:

- TPAC approval date: February 3, 2023
- JPACT approval date: February 16, 2023
- Metro Council approval date: Schedule for Thursday, March 9, 2023

Administrative Modifications

February (AM23-09-FEB1)

Key	Lead Agency	Name	Change
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>ADD FUNDS:</u> The admin mod updates the project for past obligations, corrects the authorized STBG for the project, and adds the HIP Fund Exchange federal funds of \$577,500 (plus match) as ADVCON. Conversion code is expected to be State STBG funds. The net cost increase to the project is 14,7% and less than the 20% threshold
22583	Metro	Metro Transportation Options FFY22 - FFY24	<u>PHASE SLIP:</u> Slip Other phase and funding to FFY 2023 as project did not obligate its funds before the end of FFY 2022
17270	Port of Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	<u>COST INCREASE:</u> Add awarded HIP Fund Exchange funds and local overmatch to Construction phase to address phase funding shortfall
19271	ODOT	I-5 Rose Quarter Improvement Project	<u>ADD FUNDS:</u> Add OTC approved funds to prior obligated PE and ROW phases. Total project funding increases to \$218,091,997. No new phases are added to the project.

Date: Friday, February 24, 2023
To: TPAC and Interested Parties
From: Ted Leybold, Planning Manager and Jodie Kotrlik, Program Coordinator
Subject: Federal Fiscal Year (FFY) 2022 Obligation Report

Attached is the FFY 2022 Obligation Report for federally funded surface transportation projects in the Metro region. An obligation occurs when the US Department of Transportation legally commitments to pay for the share of a project's costs, allowing the project's lead agency to begin project spending with assurance that federal share of costs will be reimbursed. This typically occurs after a funding allocation process, programming of the project in the Metropolitan and State Transportation Improvement Program (M/STIP), and the development of an Intergovernmental Agreement that details the scope and eligible expenditures for the project is completed.

The most recent three fiscal years have seen a significant increase in the obligation of federal funds, primarily due to increase in Coronavirus relief funds provided to help offset losses in state and local transportation agency revenues. Project obligations and further explanations are provided in the report.

This report fulfills the Metropolitan Planning Organization requirement described in 23 CFR Part 450.334 and is a resource for tracking the progress of regionally significant transportation projects in our region. The report may also be found [here](#), on the Metro website.

For additional information, please contact Ted Leybold at Ted.Leybold@oregonmetro.gov

Annual Listing of Federally Obligated Projects

Federal fiscal year 2022

(October 1, 2021 – September 30, 2022)

December 31, 2022



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Public service

*We are here to serve the public
with the highest level of
integrity.*

Excellence

*We aspire to achieve exceptional
results*

Teamwork

*We engage others in ways that foster
respect and trust.*

Respect

*We encourage and appreciate
diversity in people and ideas.*

Innovation

*We take pride in coming up with
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*We are leaders in demonstrating
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environment for current and future generations.

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

MTIP web site: oregonmetro.gov/mtip

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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What is Metro?

Metro works with communities, businesses and residents in the Portland metropolitan area to chart a wise course for the future while protecting the things we love about this place.

Where is Metro?

Metro serves more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities – from the Columbia River in the north to the bend of the Willamette River near Wilsonville, and from the foothills of the Coast Range near Forest Grove to the banks of the Sandy River at Troutdale.

Who is Metro?

The [Metro Council](#) consists of a president, elected region wide, and six councilors who are elected by district every four years in nonpartisan races. The [Metro Auditor](#), elected region wide, is responsible for oversight of Metro's annual financial statements and for conducting performance audits. The council appoints a chief operating officer to carry out council policies and manage Metro operations. The chief operating officer oversees a diverse [workforce](#) of more than 1,600 employees including park rangers, economists, teachers, scientists, designers, planners, animal keepers, stagehands and cartographers. Hundreds of [volunteers](#) lend a hand at Metro's parks, cemeteries, natural areas, offices and visitor venues.

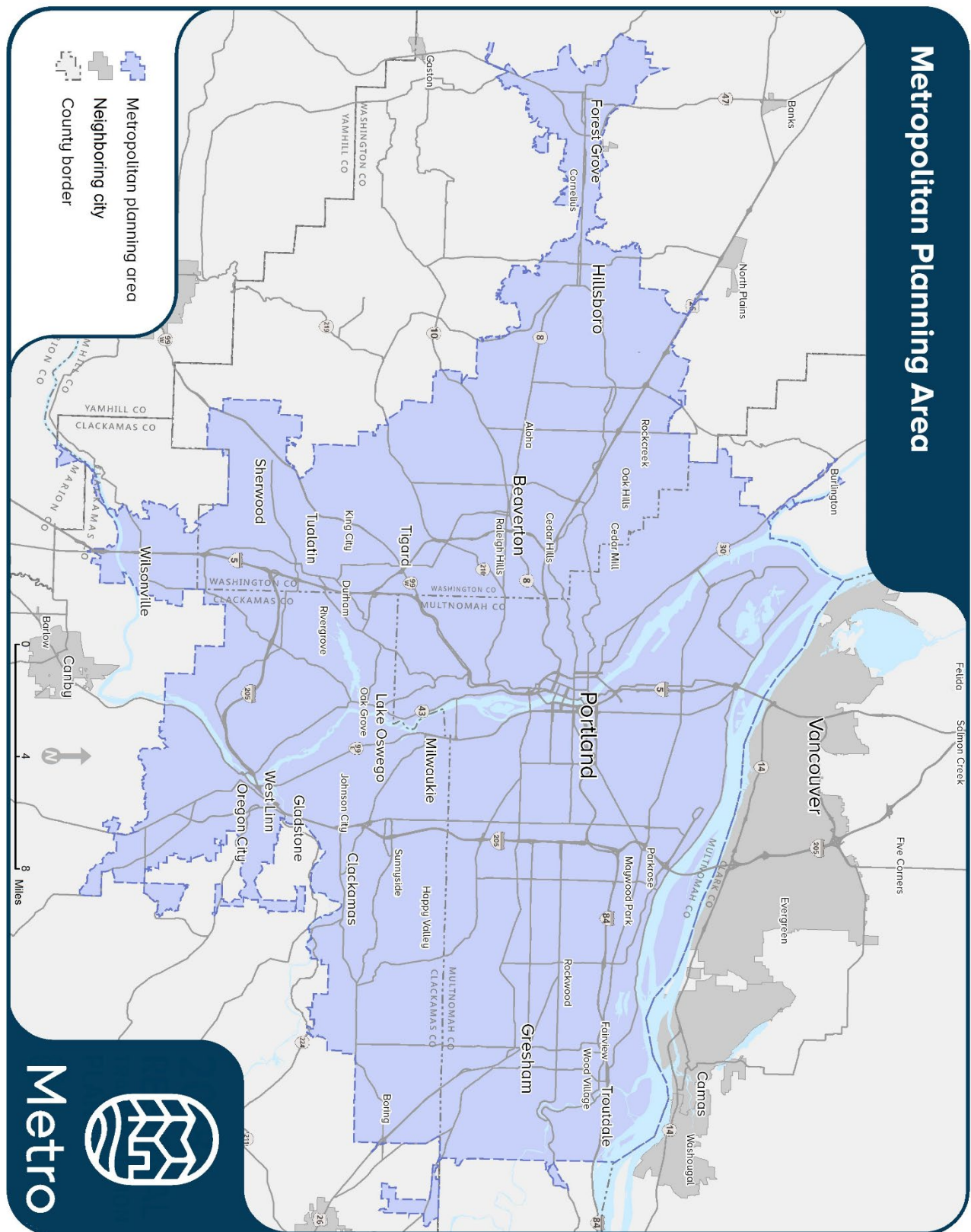
Metro is the Metropolitan Planning Organization (MPO) for the Portland region

Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for the three-county metropolitan planning area. Metro uses this authority to expand transportation options, make the most of existing streets and improve public transit service.

As an MPO, Metro [works collaboratively](#) with cities, counties and transportation agencies to decide how to invest federal highway and public transit funds within its service area. It creates a long-range [transportation plan \(RTP\)](#), a 4 year transportation funding program ([MTIP](#)), and leads efforts to expand the public transit system and helps make strategic use of a small subset of [transportation funding](#) that Congress designates MPOs allocate to projects.



Figure 1. Metropolitan Planning Area map



ABOUT THIS DOCUMENT

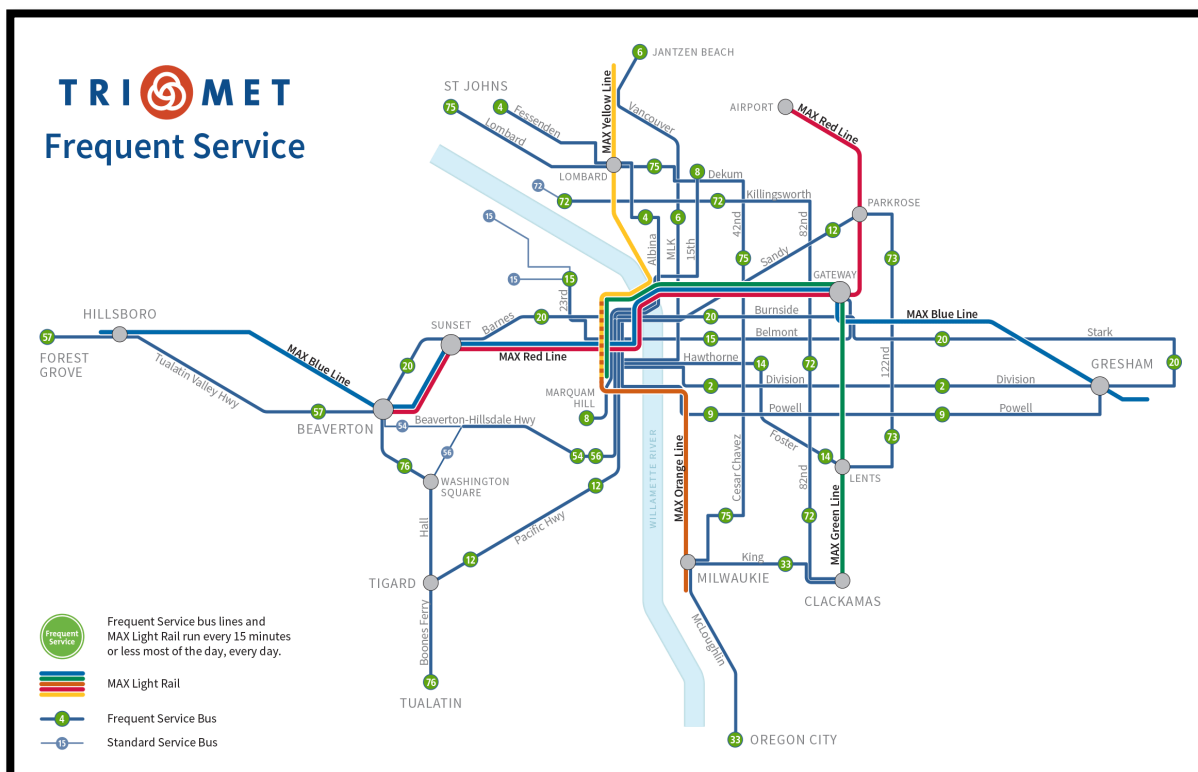
The 2022 Annual Listing of Federally Obligated Projects lists the Metro area programs and projects for which Federal transportation funds have been obligated. The programs and projects listed in this report are located within the Portland metropolitan planning area boundary, representing 24 cities and 3 counties (see map). The obligation lists are organized by lead agency which can be a city, county, state (ODOT), transit authority (TriMet or SMART), Metro or any other agency authorized to receive federal transportation funds.

Table 1 lists the projects obligated through the Federal Highway Administration (FHWA) and is sorted by Lead Agency. Table 2 lists projects obligated through The Federal Highway Administration (FHWA) and is sorted by Federal Fund Source. Table 3 lists projects obligated through The Federal Transit Administration (FTA).

This report provides a yearly update about the progress of projects scheduled for construction or implementation and is useful for understanding the process by which federal investments are made in the communities of this region.

This document is available for download on the Metro website at:
www.oregonmetro.gov/mtip.

A large portion of federal funds from FTA help fund bus, rail, and transit projects, including maintenance and operations, in the Portland metropolitan area.



TriMet operates 5 MAX Light Rail lines and 84 bus lines that connect Portland City Center to various locations around the region
Photo courtesy of TriMet



A Better Red MAX Extension and Reliability Project breaking ground one year and four months ago.
Photo courtesy of TriMet



Construction on a section of the MAX Red Line project north of the Gateway Transit Center
Photo courtesy of TriMet



SMART bus at Wilsonville Transit Center
Photo courtesy of SMART



SMART operates a fleet of over 35 vehicles (buses and minivans)
Photo courtesy of SMART



TriMet Buses at Beaverton Transit Center
Photo courtesy of TriMet



TriMet MAX train along Transit Oriented Development (TOD) project
Photo courtesy of TriMet



Riders exiting TriMet Bus 57 – TV Hwy
Photo courtesy of TriMet



TriMet and SMART buses are equipped with bike racks that hold 3 bicycles
Photo courtesy of SMART

Federal funds from FHWA help fund major bridge and highway projects in the Portland metropolitan area. There are also many local transportation projects that are partially funded by FHWA and FTA. Many of the local projects are active transportation projects that include on-street bicycle and pedestrian improvements. Many of the federally funded local projects support safety, access to transit, trails, freight movement and economic development initiatives.



One of many bicycle/pedestrians improvements
Photo courtesy of City of Gresham



I-5 over 26th Avenue Bridge
Photo courtesy of ODOT



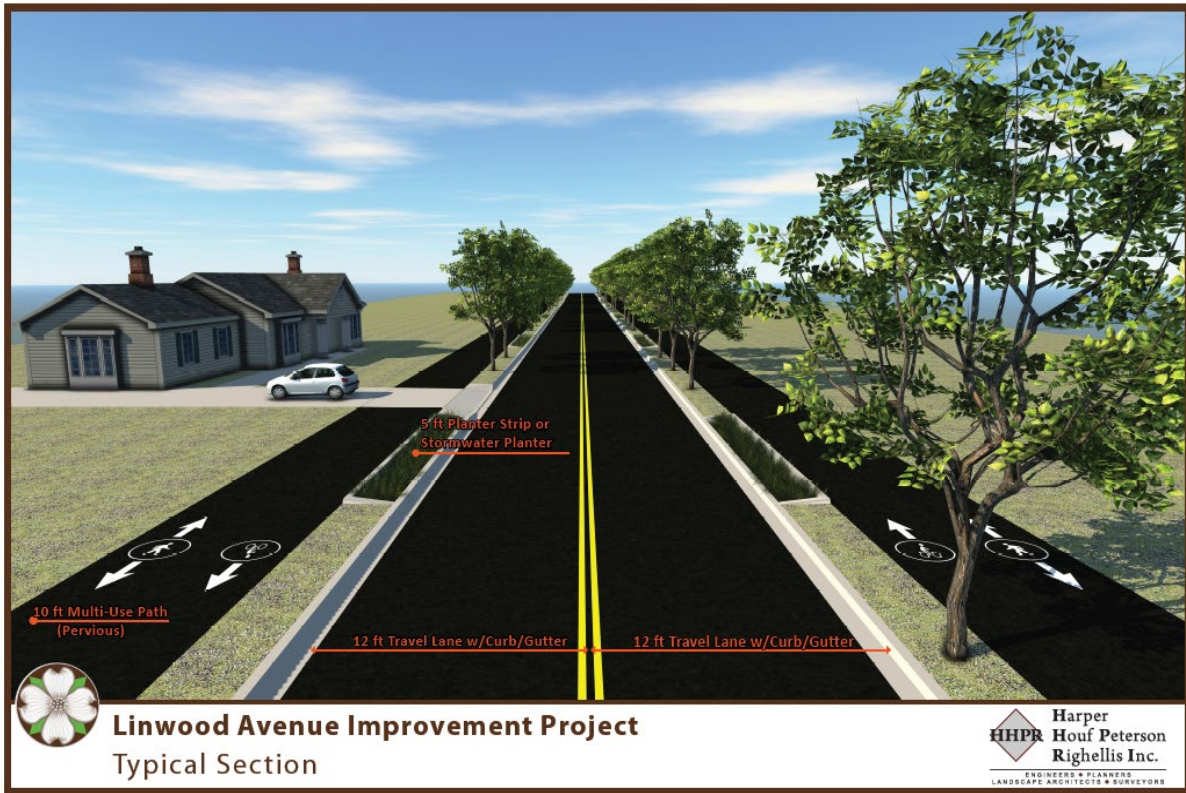
OR213 (82nd Ave): Foster – Thompson paving and safety improvements
Photo courtesy of ODOT



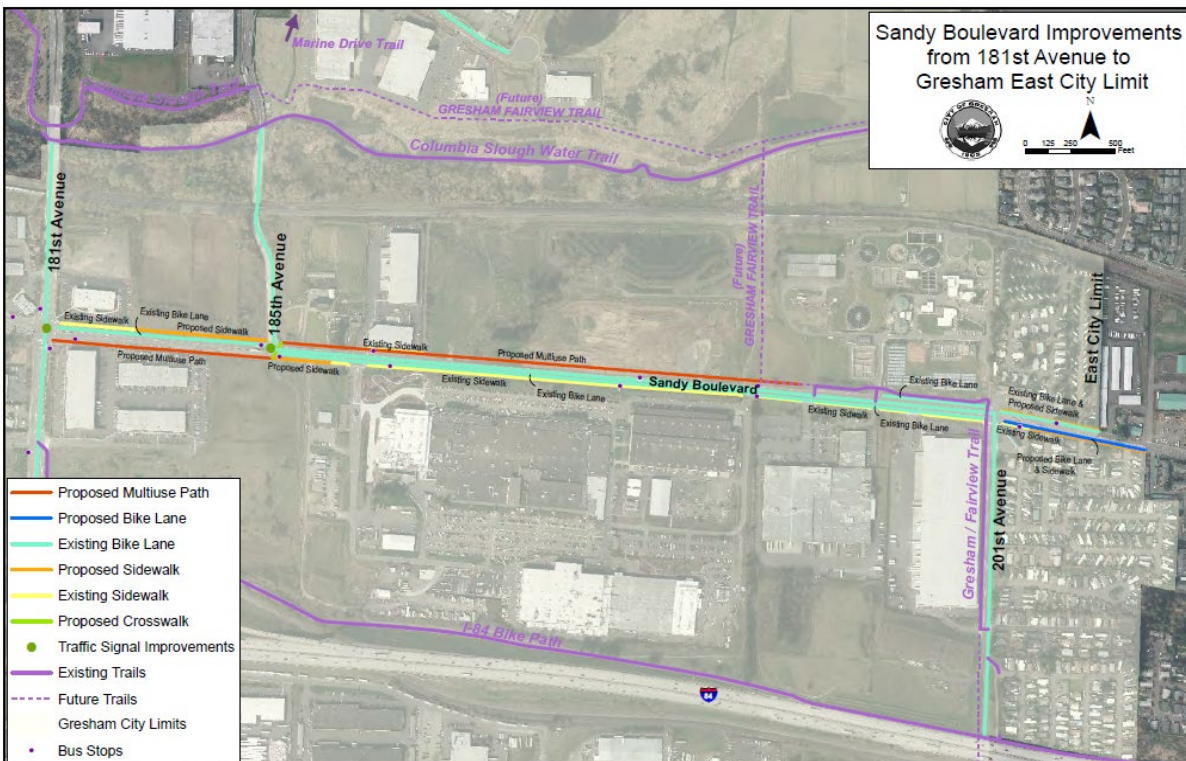
Road Work Ahead sign
Photo courtesy of ODOT



Photo courtesy of ODOT



Design for Linwood Avenue Neighborhood Greenway Project (Washington/Monroe:37th - Linwood)
Photo Courtesy of City of Milwaukee



Map of Sandy Boulevard Improvements (Sandy Blvd: Gresham City Limits – 230th Ave)
Photo courtesy of Multnomah County

REGIONAL TRANSPORTATION PLAN (RTP)

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available over the next 25 years to make those investments a reality. The RTP is the guiding policy document which outlines the long-range vision of the region's urban transportation system. As a component of the policy document, it identifies priority transportation investments (i.e. projects and programs) which will help achieve the long-range vision. The RTP list represents priorities beyond what can be afforded by the region in any given year. As a result, Metro is required to develop a four-year expenditure plan known as the Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. For projects to receive federal transportation funding, they must be included in the financially constrained Regional Transportation Plan (RTP).

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement. The MTIP serves as the implementation strategy for the first four years of the region's long-range transportation plan (RTP). The MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District (TriMet), and South Metro Area Regional Transit (SMART).

Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments of federal transportation funds. Forecasted revenues are assigned to estimated costs by project phase, such as design and engineering, right-of-way acquisition, and construction. As funding actually becomes available each federal fiscal year, programming is adjusted for that year based on project readiness, with some projects slipping to future years while others move to the current year. Projects in this report are also in the MTIP.



Safe Routes to School Program
Photo courtesy of Metro

ABOUT OBLIGATIONS

An obligation in the context of this report is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the Federal agency as meeting eligibility requirements for federal funds.

For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs by phase when a project agreement is executed and FHWA authorizes the federal funds. A project agreement defines specific project elements that are eligible for funding; how financing will occur; and agency roles, responsibilities and liabilities.

Once funds have been obligated, the project sponsor/lead agency begins incurring eligible project expenses and then requests reimbursement. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal requirements.

Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction (if an acceptable bid is received) before receiving reimbursement of project costs with federal funds. Alternatively, projects may have obtained permission to proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds at a later date. Some of those projects in this report may already have been constructed.

The amount of the obligation usually does not equal the total cost of the project. An obligation may be for only one phase of a multi-phased project, and the obligation amount listed does not account for local funding spent on a project. The total estimated cost of the project is included in the report for reference.

Occasionally, an agency may request that funds be "de-obligated" from a project. This occurs most frequently when the sponsor agency has completed the phase of a project without using all the obligated funds. It also occurs if the agency has decided not to proceed with that project or if an agency decides to change sources of funding for a project. In the case of changing categories of funds, there may be a report entry showing the obligation of the second funding category to the project. De-obligations are shown on the obligation table in parenthesis ().

Following are the funding charts, graphs and projects in the Portland metropolitan area that were obligated in Federal Fiscal Year 2022 (October 1, 2021 – September 30, 2022).

For further information on these fund types:

<http://www.fhwa.dot.gov/federalaid/projects.cfm>

Further information

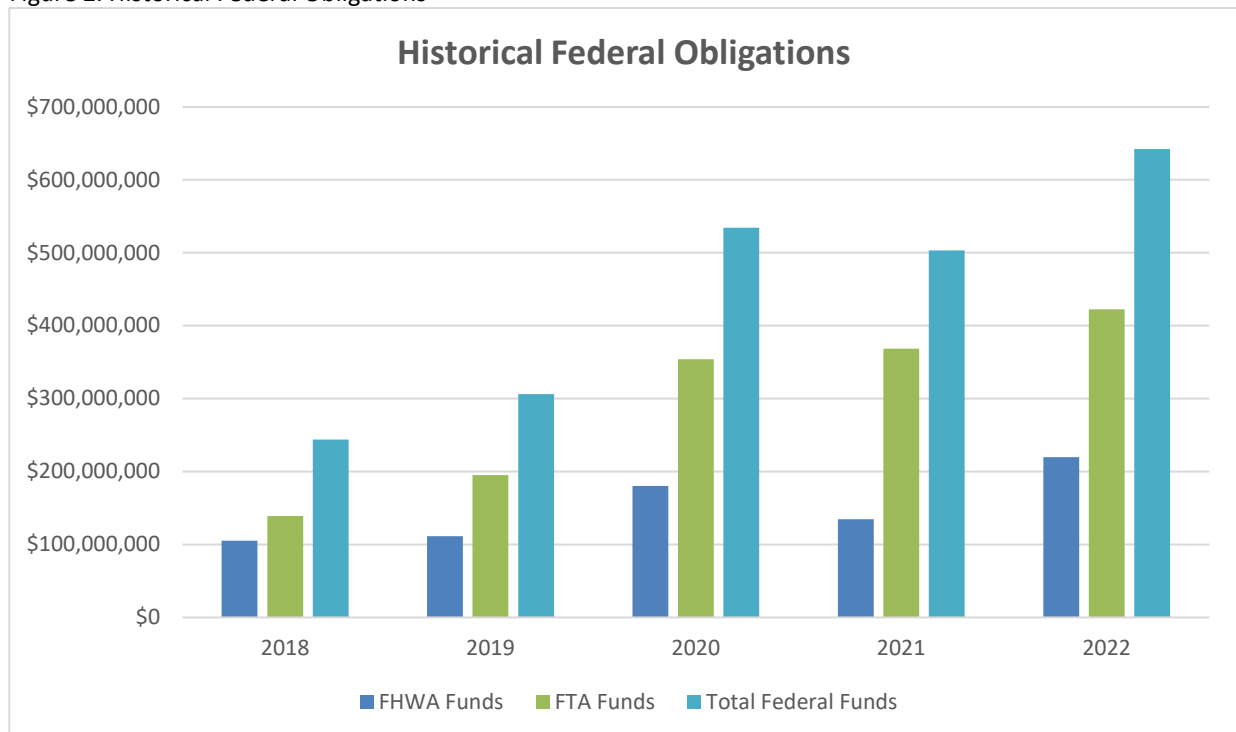
For additional information regarding specific projects contained within this report, please contact the project sponsor.

2022 Obligation Summary

Annual Obligations vs. Historical Obligations

A total of approximately \$642 million in federal program funds were obligated in federal fiscal year 2022 which was a 22% increase over 2021. These annual increases seem to follow an overall trend in the last five years. The \$140 million dollar increase in 2022 was due to significantly higher obligation amounts within the FHWA and FTA programs. The FTA program saw an increase of \$54 million this last year and \$15 million increase in 2021. The significant increase in FTA obligations in 2020, 2021 and 2022 was primarily due to the receipt of Coronavirus relief funds to help support capital, operating, and other eligible expenses to prevent, prepare for, and respond to COVID-19. In 2020, TriMet, the transit agency which serves the greater Portland area, received \$185 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funds. In 2021, they received \$195 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding grants. Most recently, TriMet received \$318 million in 2022 from the American Rescue Plan (ARP) Act funding grants. SMART, the transit agency in Wilsonville, received \$4 million in ARP funds for operating assistance and preventive maintenance. The FHWA obligations increased in 2022, \$85 million over 2021. This is likely due to the fact that ODOT shifted a lot of the grant awards in 2021 to Advance Construction which lowered the FHWA obligations. Many of the projects that obligated funds in 2021 under Advance Construction were converted to federal funds and now show as federally obligated in 2022. See the Advance Construction Section for how ODOT uses this funding strategy for fiscal constraint purposes.

Figure 2. Historical Federal Obligations



Federal Transportation Funds

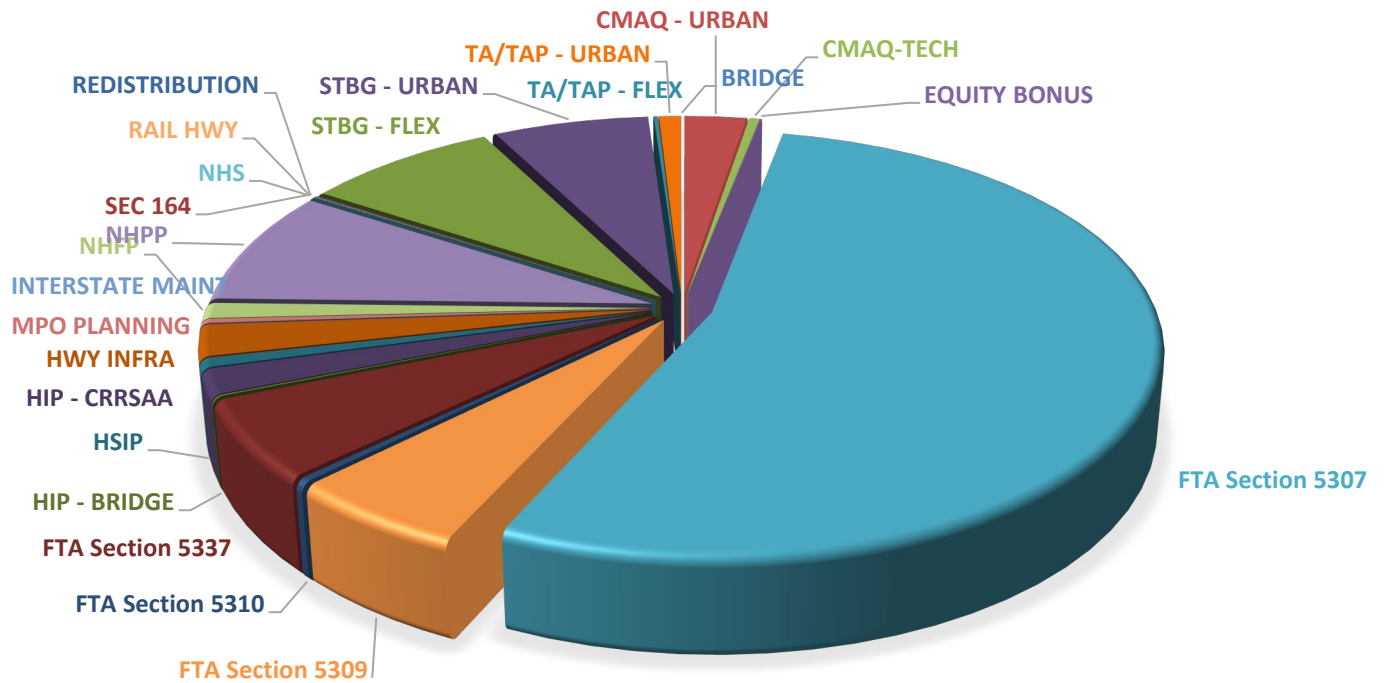
A total of approximately \$642 million in federal program funds were obligated in federal fiscal year 2022 on 104 projects within the Portland metropolitan region. Funds from the Federal Highway Administration (FHWA) accounted for 34% of the total and approximately \$220 million on 93 projects. Funds from the Federal Transit Administration (FTA) accounted for 66% of the total and approximately \$422 million on 11 projects. The table and chart below show fund amounts and percentages in more detail.

Table 1. Obligation of Federal Transportation Funds

Obligation of Federal Transportation Funds		
Federal Fund	2022 Funds Obligated	Percent of Total
BRIDGE	\$17,961	0.003%
CMAQ - URBAN	\$16,718,820	2.60%
CMAQ-TECH	\$2,731,484	0.43%
EQUITY BONUS	(\$287,161)	-0.04%
FTA Section 5307	\$345,650,514	53.82%
FTA Section 5309	\$36,784,815	5.73%
FTA Section 5310	\$1,961,709	0.31%
FTA Section 5337	\$38,223,758	5.95%
HIP - BRIDGE	\$670,703	0.10%
HIP - CRRSAA	\$12,160,987	1.89%
HSIP	\$4,504,020	0.70%
HWY INFRA	\$15,387,561	2.40%
INTERSTATE MAINT	\$94,671	0.01%
MPO PLANNING	\$2,030,053	0.32%
NHFP	\$7,494,884	1.17%
NHPP	\$55,872,473	8.70%
NHS	\$116,213	0.02%
RAIL HWY	\$76,613	0.01%
REDISTRIBUTION	\$421,509	0.07%
SEC 164	\$372,397	0.06%
STBG - FLEX	\$52,304,560	8.14%
STBG - URBAN	\$41,860,460	6.52%
TA/TAP - FLEX	\$1,127,224	0.18%
TA/TAP - URBAN	\$5,961,709	0.93%
Grand Total	\$642,257,937	100.00%

Figure 3. 2022 Federal Funds Obligated

2022 FEDERAL FUNDS OBLIGATED



Regional Flexible Funds

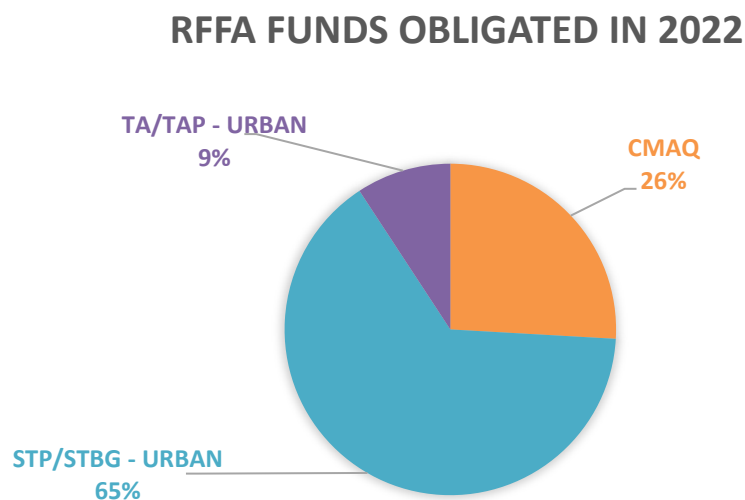
Metro allocates the local federal highway program funds, referred to as the Regional Flexible Fund Allocation (RFFA). The urban federal program funds include Surface Transportation Block Grant Program (STBG), formerly Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ) and Transportation Alternatives Program (TA, formerly TAP). A total of approximately \$64.5 million in regional flexible funds were obligated in federal fiscal year 2022 on 41 projects within the Portland metropolitan region. Funds from the STP/STBG Program accounted for 65%. Funds from the CMAQ Program accounted for 26% and 9% were TA/TAP Program funds. The table and chart below show fund amounts and percentages in more detail. There was only one regionally funded projects AC'd in 2022, accounting for approximately \$2.3 million that was not included in the totals below. That project will be converted to the appropriate federal funds (STBG-Urban) and accounted for in the next Annual Obligation Report. See the next page for more information on the use of Advance Construction by ODOT and Table 4 for a complete project listing.

Table 2. Metro MTIP Report & FMIS Report

Metro MTIP Report & FMIS Report							
Federal Fund (RFFA Source)	2022 Limitation	Prior Year Carryover	Total Funds Available	2022 Programming	2022 Obligations	Obligation % (Obs/Programming)	Obligation % (Obs/Avail)
CMAQ	\$13,287,155	\$15,106,572	\$28,393,727	\$12,649,401	\$16,718,820	132.17%	58.88%
STP/STBG - URBAN	\$31,072,238	\$20,077,390	\$51,149,628	\$32,950,093	\$41,860,460	127.04%	81.84%
TA/TAP - URBAN	\$2,878,280	\$6,104,149	\$8,982,429	\$766,030	\$5,961,709	778.26%	66.37%
HIP - Portland	\$0	\$7,849,887	\$7,849,887	\$0	\$0	N/A	N/A
Carbon Reduction	\$3,663,530	\$0	\$3,663,530	\$0	\$0	N/A	N/A
Total	\$50,901,203	\$49,137,998	\$100,039,201	\$46,365,524	\$64,540,990	139.20%	64.52%

Notes: 2022 Limitation amounts and Prior Year Carryover amounts from the ODOT Financial Plan Report as of 9/30/21 are not audited.
The annual obligation amounts can exceed annual programming when new obligations are made on project phases from prior years.
Programming totals from FY21-24 MTIP Report of 9/30/22 (End of federal fiscal year)
Obligations from FFY 2022 FMIS Obligation Report of 12/2/22

Figure 4. RFFA Funds Obligated in 2022



Advance Construction

Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority at a particular point in time to cover the Federal share of project costs. The Federal Highway Administration can approve use of AC and the ability of a project to proceed as eligible to receive reimbursement from federal fund sources if all other federal requirements for obligation have been met and the state DOT anticipates use of future obligation funding authority for use on that project.

Prior to Federal authorization of a project as AC, the project must be included in the Federally-approved STIP/TIP [see 23 CFR 630.705]. The project will support the fiscally constrained element of the STIP/TIP using all or some combination of State, local, and/or private funds. The financial limit on the amount of AC is set by the State's or MPO's ability to demonstrate fiscal constraint. Consideration should be given to the future availability of Federal-aid funds to accommodate the AC conversion.

Generally, when an AC project is converted to a federally funded project, the STIP/TIP will document the full or partial conversion of this project. The amount of conversion is limited to the apportioned Federal-funds available in the category. As with any project, the State is not locked into the category of funds identified in the approved STIP/TIP. If the approved AC "conversion" substantially changes the current STIP/TIP's fiscal constraint determination, the STIP/TIP's will need to be amended. The fiscal constraint determination should be based on the individual, or group of project conversions, or the total amount and source(s) of Federal funds which are presented within the STIP/TIP.

When the state DOT AC's a project, they are committing state, local, or private funds on the project up front so the project can commence until federal funds are available. When federal funds become available, the AC designation is converted to an eligible federal fund type. This typically happens 3-12 months after receiving designation as AC.

In federal fiscal year 2022, the Oregon Department of Transportation (ODOT) utilized Advance Construction for 10 projects in the Portland Metropolitan area. Those obligations totaled approximately \$493 million. AC was used primarily for ODOT projects this past year. There was only one regionally funded project AC'd in 2022, accounting for approximately \$2.3 million. We've incorporated an Advance Construction Listing (Table 4) to show which projects and funds were impacted. These AC funded obligations will eventually be converted to federal funds and will be reported in the FFY 2023 Annual Listing of Obligated projects.

Table 3. 2022 FHWA Data by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Beaverton	535044	21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$134,595	\$134,595	\$835,841
Clackamas County	S000899	18001	Clackamas County Regional Freight ITS / System Enhancements to Reduce Freight Delays In Congested Areas	Project Change	Y230	STBG-URBANIZED >200K IJJA	CON	\$386,415	\$1,603,968	\$2,512,493
				Project Change	Z23E	STBG-URBANIZED >200K FAST EXT	CON	\$367,403	\$1,603,968	\$2,512,493
				Project Change	Z23E	STBG-URBANIZED >200K FAST EXT	CON	\$846,224	\$1,603,968	\$2,512,493
Clackamas County	C005103	19276	Jennings Ave: OR99E to Oatfield Rd	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$100,000	\$1,077,967	\$5,389,353
Clackamas County	C005119	22367	Clackamas Cnty Regional ATC Controller & Signal Optimization	New Project	Y230	STBG-URBANIZED >200K IJJA	OTHER	\$735,878	\$735,878	\$820,103
Forest Grove	2620009	18003	OR8 at Quince St. (Forest Grove)	Project Close	M23E	STP-URBANIZED >200K MAP-21 EXT	ROW	(\$79,536)	\$762,705	\$4,171,382
Gresham	3125049	16986	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	Project Change	Z40E	CONGESTION MITIGAT FAST EXT	ROW	\$727,587	\$727,587	\$6,471,623
				Project Change	Y236	STBG 50-200K POP IJJA	CON	\$868,975	\$1,025,001	\$6,012,388
				Project Change	Y236	STBG 50-200K POP IJJA	CON	\$156,026	\$1,025,001	\$6,012,388
Gresham	3125056	19279	Sandy Blvd: NE 181st Ave to East Gresham City Limit Local Construct Multimodal Facilities Multnomah	Project Change	Z230	STBG-URBANIZED >200K FAST	ROW	\$3,420	\$462,806	\$5,233,403
Happy Valley	3205007	19280	Se 129th Avenue - Bike Lane and Sidewalk Project	Project Change	M3E1	TAP URB AREA >200K MAP-21 EXT	PE	(\$30,945)	\$803,084	\$4,476,467
				Project Change	Y230	STBG-URBANIZED >200K IJJA	CON	\$910,733	\$2,057,467	\$4,476,467
				Project Change	Y230	STBG-URBANIZED >200K IJJA	CON	\$827,994	\$2,057,467	\$4,476,467
				Project Change	Z3E1	TRANS ALTERN >200K FAST EXT	CON	\$349,684	\$2,057,467	\$4,476,467
King City	3915000	18807	OR99W: SW Royalty Parkway - Se Durham Rd (Kings City)	Project Close	Z301	TRANS ALTERNATIVES >200K FAST	CON	\$46,213	\$571,708	\$1,119,247
				Project Close	Z301	TRANS ALTERNATIVES >200K FAST	CON	(\$46,489)	\$571,708	\$1,119,247
Metro	255	18832	Willamette Greenway Trail: Columbia Blvd Bridge	Project Change	M3E1	TAP URB AREA >200K MAP-21 EXT	PE	\$17,946	\$448,650	\$2,612,381
Metro	PR21101	20596	Portland MPO Planning SFY21	Project Close	19MP	FTA METROPOLITAN TRANSPORT	PLAN	(\$377,948)	\$836,968	\$8,610,885
				Project Close	Z230	STBG-URBANIZED >200K FAST	PLAN	(\$665,765)	\$2,179,689	\$8,610,885
				Project Close	Z450	METROPOLITAN PLANNING FAST	PLAN	(\$455,951)	\$2,685,951	\$8,610,885
Metro	PR22101	20597	Portland Metropolitan Area Planning SFY22	Project Change	19MP	FTA METROPOLITAN TRANSPORT	PLAN	\$445,484	\$1,903,393	\$8,837,195
				Project Change	20MP	FTA METROPOLITAN TRANSPORT	PLAN	\$396,251	\$1,903,393	\$8,837,195
				New Project	Y230	STBG-URBANIZED >200K IJJA	PLAN	\$2,498,167	\$2,436,217	\$12,154,240
				New Project	Y450	METROPOLITAN PLANNING IJJA	PLAN	\$2,172,058	\$2,908,626	\$12,154,240
Metro	CVID002	N/A	HIP-CRRSAA funds – Metro Transportation Management Area Revenue Loss Due to COVID-19	Project Close	Z973	HIP COVID >200K POP SPEC AUTH	OTHER	\$12,160,987	\$0	\$12,160,987
Milwaukie	4865019	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	New Project	Z301	TRANS ALTERNATIVES >200K FAST	PE	\$712,387	\$712,387	\$5,934,906
Multnomah County	C051118	22137	Sandy Blvd: Gresham city limits - 230th Ave	New Project	Y301	TRANS ALTERNATIVES >200K IJJA	PLAN	\$915,760	\$1,275,985	\$1,422,027
				New Project	Z301	TRANS ALTERNATIVES >200K FAST	PLAN	\$231,667	\$1,275,985	\$1,422,027
				New Project	Z3E1	TRANS ALTERN >200K FAST EXT	PLAN	\$128,558	\$1,275,985	\$1,422,027
ODOT	S068028	18757	OR 213 Operational Improvements Cascade North Signal Upgrades Multnomah	Project Close	LZ2E	EQ BONUS SPEC LIM S-LU EXT	ROW	(\$2,729)	\$448,650	\$4,699,001
				Project Close	LZ2E	EQ BONUS SPEC LIM S-LU EXT	N/A - ICAP	(\$300)	\$0	\$4,699,001
ODOT	S081076	18759	OR99E Railroad Tunnel Illumination and ITS	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$542)	\$0	\$1,940,000

Table 3. 2022 FHWA Data by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$27,059	\$1,334,285	\$1,940,000
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$31,986)	\$1,334,285	\$1,940,000
ODOT	S174013	18772	OR212: UPRR - US26	Project Change	Z001	NATIONAL HIGHWAY PERF FAST	UR	(\$17,578)	\$134,595	\$17,884,563
				Project Change	Z002	NATIONAL HWY PERF EXEMPT FAST	ROW	\$44,865	\$275,022	\$17,884,563
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$1,934)	\$0	\$17,884,563
				Project Change	Z002	NATIONAL HWY PERF EXEMPT FAST	N/A - ICAP	\$4,935	\$0	\$17,884,563
ODOT	S029029	18791	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	Project Change	ZSE2	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	\$23,031	\$0	\$2,840,445
				Project Change	ZSE2	SEC 164 PENALT HSIP FAST EXT	CON	\$209,368	\$1,675,292	\$2,840,445
ODOT	S029032	18794	OR8: SW 192nd Ave - SW 110th Ave	Project Change	ZS30	HIGHWAY SAFETY IMP PROG FAST	ROW	\$15,000	\$304,000	\$5,808,012
				Project Change	ZS30	HIGHWAY SAFETY IMP PROG FAST	PE	\$250,000	\$937,500	\$5,808,012
				Project Change	ZS32	SEC 164 PENALTIES HSIP FAST	PE	\$29,038	\$937,500	\$5,808,012
				Project Change	Y300	TRANSP ALTERNATIVES FLEX IJJA	N/A - ICAP	\$45,062	\$0	\$5,808,012
				Project Change	YS30	HIGHWAY SAFETY IMP PROG IJJA	N/A - ICAP	\$462,563	\$0	\$5,808,012
				Project Change	ZS30	HIGHWAY SAFETY IMP PROG FAST	N/A - ICAP	\$29,150	\$0	\$5,808,012
				Project Change	ZS32	SEC 164 PENALTIES HSIP FAST	N/A - ICAP	\$3,194	\$0	\$5,808,012
				Project Change	Y300	TRANSP ALTERNATIVES FLEX IJJA	CON	\$1,082,161	\$4,186,505	\$5,808,012
				Project Change	YS30	HIGHWAY SAFETY IMP PROG IJJA	CON	\$2,225,791	\$4,186,505	\$5,808,012
				Project Change	YS30	HIGHWAY SAFETY IMP PROG IJJA	CON	\$1,200,604	\$4,186,505	\$5,808,012
ODOT	S001502	18836	I-5: N Tigard Intchge - E Portland Fwy.	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$24,388)	\$0	\$29,697,132
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$1,100,190	\$24,228,828	\$29,697,132
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$1,321,896)	\$24,228,828	\$29,697,132
ODOT	S144026	18841	OR217: OR10 - OR99W	Project Change	MS30	HIGHWAY SAFETY IMP PROG	PE	(\$18,253)	\$17,656,822	\$158,793,019
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$1,345,950	\$17,656,822	\$158,793,019
ODOT	S068030	19141	OR213: King Rd Mt Scott Creek Bridge ADA Ramps	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$1,219	\$0	\$1,431,000
				Project Close	M0E2	NATIONAL HWY PERF EXEMPT EXTEN	CON	(\$20,465)	\$538,380	\$1,431,000
				Project Close	M0E2	NATIONAL HWY PERF EXEMPT EXTEN	CON	\$20,465	\$538,380	\$1,431,000
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$11,086	\$538,380	\$1,431,000
ODOT	S001499	19652	I-5: Marquam Br Electric & Lighting System Replace	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$19,943)	\$0	\$2,938,120
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$110,545)	\$2,317,368	\$2,938,120

Table 3. 2022 FHWA Data by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$70,752)	\$2,317,368	\$2,938,120
ODOT	S064056	19721	I-205 NB: Mp13.3 - Sunnybrook Exit	Project Change	L01E	INTERSTATE MAINT S-LU EXT	CON	\$94,671	\$5,383,800	\$7,500,000
				Project Change	Q770	MIN GUARANTEE-EXEMPT-TEA21	CON	\$43,003	\$5,383,800	\$7,500,000
				Project Change	Z904	HIGHWAY INFRASTRUCTURE ANY	CON	\$386	\$5,383,800	\$7,500,000
ODOT	S002222	19763	I-84: Graham Road Bridges	Project Close	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$2,074	\$9,590,880	\$18,778,314
				Project Close	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$7,282,408	\$9,590,880	\$18,778,314
				Project Close	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$2,134,711	\$9,590,880	\$18,778,314
				Project Close	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$2,453,355	\$9,590,880	\$18,778,314
				Project Close	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	CON	\$111,000	\$9,590,880	\$18,778,314
ODOT	S144030	19918	Portland Metropolitan: Bridge Screening and Rail Retrofit	Project Change	L1C0	BRIDGE PROGRAM - 85% ON/OFF	N/A - ICAP	\$432	\$0	\$6,935,060
				Project Change	L1CE	BRIDGE 85% ON/OFF S-LU EXT	N/A - ICAP	\$1,348	\$0	\$6,935,060
				Project Change	Y110	HIP BRIDGE FORMULA PROGRAM	N/A - ICAP	\$66,466	\$0	\$6,935,060
				Project Change	L1C0	BRIDGE PROGRAM - 85% ON/OFF	CON	\$3,925	\$5,067,053	\$6,935,060
				Project Change	L1CE	BRIDGE 85% ON/OFF S-LU EXT	CON	\$12,256	\$5,067,053	\$6,935,060
				Project Change	Y110	HIP BRIDGE FORMULA PROGRAM	CON	\$604,237	\$5,067,053	\$6,935,060
ODOT	S092060	20208	US30: NW Kittridge Ave to NW Bridge Ave	Project Change	M0E1	NATIONAL HWY PERF PROGRAM EXT	UR	\$98,703	\$179,460	\$11,585,704
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	ROW	(\$18,843)	\$328,412	\$11,585,704
				Project Change	M0E1	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	\$13,325	\$0	\$11,585,704
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$852,988	\$0	\$11,585,704
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$2,073)	\$0	\$11,585,704
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$1,370,231	\$6,949,397	\$11,585,704
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$4,948,196	\$6,949,397	\$11,585,704
ODOT	S047116	20299	US26: Cornell Rd - Sylvan	Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$24,140	\$546,274	\$14,069,857
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$994,866	\$0	\$14,069,857
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	N/A - ICAP	\$2,655	\$0	\$14,069,857
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$1,578,673	\$12,078,608	\$14,069,857
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	CON	\$7,465,567	\$12,078,608	\$14,069,857
ODOT	S047121	20300	US26: OR217 - Cornell Rd	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	PE	\$52,575	\$897,300	\$1,000,000
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$5,783	\$0	\$1,000,000
ODOT	5900302	20333	Seventies Neighborhood Greenway	Project Change	Y301	TRANS ALTERNATIVES >200K IIJA	CON	\$1,029,740	\$1,625,866	\$5,210,706
				Project Change	Y301	TRANS ALTERNATIVES >200K IIJA	CON	\$596,353	\$1,625,866	\$5,210,706

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ODOT	S002234	20410	I-84: I-205 - Marine Drive	Project Change	Y230	STBG-URBANIZED >200K IIJA	N/A - ICAP	\$77,055	\$0	\$13,197,689
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	N/A - ICAP	\$697,168	\$0	\$13,197,689
				Project Change	Y460	NATIONAL HWY FREIGHT PROG IIJA	N/A - ICAP	\$712,761	\$0	\$13,197,689
				Project Change	Z460	NATIONAL HWY FREIGHT PROGRAM	N/A - ICAP	\$43,701	\$0	\$13,197,689
				Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$570,779	\$11,698,160	\$13,197,689
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$1,791,384	\$11,698,160	\$13,197,689
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$3,372,821	\$11,698,160	\$13,197,689
				Project Change	Y460	NATIONAL HWY FREIGHT PROG IIJA	CON	\$5,279,708	\$11,698,160	\$13,197,689
				Project Change	Z460	NATIONAL HWY FREIGHT PROGRAM	CON	\$323,714	\$11,698,160	\$13,197,689
ODOT	S091090	20435	OR99W: I-5 - Mc Donald St	Project Change	Y230	STBG-URBANIZED >200K IIJA	PE	\$4,487	\$1,729,922	\$40,847,151
				Project Change	Y230	STBG-URBANIZED >200K IIJA	N/A - ICAP	\$494	\$0	\$40,847,151
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	N/A - ICAP	\$2,454,761	\$0	\$40,847,151
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$3,891,199	\$25,550,738	\$40,847,151
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$14,292,218	\$25,550,738	\$40,847,151
ODOT	S091093	20438	OR99W (Barbur Blvd) at SW Capitol Hwy	Project Change	ZS32	SEC 164 PENALTIES HSIP FAST	ROW	\$3,776	\$80,000	\$2,926,700
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	PE	\$124,347	\$720,100	\$2,926,700
				Project Change	ZS32	SEC 164 PENALTIES HSIP FAST	N/A - ICAP	\$415	\$0	\$2,926,700
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	\$13,678	\$0	\$2,926,700
				Project Change	ZSE2	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	(\$28,215)	\$0	\$2,926,700
				Project Change	ZSE2	SEC 164 PENALT HSIP FAST EXT	CON	(\$209,000)	\$2,125,573	\$2,926,700
ODOT	SA00269	20451	OR8 at River Rd	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$17,420	\$0	\$2,349,463
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	\$241,538	\$1,073,400	\$2,349,463
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	(\$112,498)	\$1,073,400	\$2,349,463
ODOT	S091102	20465	I-5 bridges: Multnomah Blvd, Capitol Hwy Ramp & Barbur Blvd	Project Change	L1CE	BRIDGE 85% ON/OFF S-LU EXT	PE	\$13,424	\$308,420	\$5,351,561
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	PE	(\$49,092)	\$308,420	\$5,351,561
				Project Change	L1CE	BRIDGE 85% ON/OFF S-LU EXT	N/A - ICAP	(\$13,424)	\$0	\$5,351,561
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$5,400)	\$0	\$5,351,561
ODOT	S091089	20471	OR99W Tualatin River NB Bridge	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$4,430)	\$0	\$2,302,900
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$53,715)	\$1,079,362	\$2,302,900

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				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$13,441	\$1,079,362	\$2,302,900
ODOT	S081079	20472	OR99E: Clackamas River (Mc Loughlin) Bridge	Project Change	M0E1	NATIONAL HWY PERF PROGRAM EXT	PE	\$14,637	\$1,074,068	\$1,249,000
				Project Change	Z002	NATIONAL HWY PERF EXEMPT FAST	PE	\$928,578	\$1,074,068	\$1,249,000
ODOT	S064058	20480	I-205 Exit Ramps at SE Division St	Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	\$21,164	\$0	\$3,727,964
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	CON	\$39,158	\$2,656,576	\$3,727,964
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	CON	\$153,243	\$2,656,576	\$3,727,964
ODOT	S001512	20484	SW Multnomah Blvd Over I-5	Project Change	Z030	REDISTRIB CERTAIN AUTH FAST	PE	(\$33,864)	\$470,096	\$523,900
ODOT	S001522	20486	I-5 over 26th Avenue Bridge	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	PE	\$229,554	\$4,885,234	\$34,351,001
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$25,251	\$0	\$34,351,001
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$2,480,021	\$26,793,259	\$34,351,001
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$11,462,070	\$26,793,259	\$34,351,001
ODOT	S081080	20487	OR99E Over UPRR at Baldwin Street Bridge	Project Change	LZ20	EQUITY BONUS LIMITATION	PE	(\$50,623)	\$972,829	\$5,247,382
				Project Change	LZ2E	EQ BONUS SPEC LIM S-LU EXT	PE	(\$233,509)	\$972,829	\$5,247,382
				Project Change	Q770	MIN GUARANTEE-EXEMPT-TEA21	PE	(\$43,003)	\$972,829	\$5,247,382
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	PE	(\$237,851)	\$972,829	\$5,247,382
ODOT	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Z03E	REDIST CERTAIN AUTH FAST EXT	PE	\$410,246	\$586,117	\$1,790,000
				Project Change	Z03E	REDIST CERTAIN AUTH FAST EXT	N/A - ICAP	\$45,127	\$0	\$1,790,000
ODOT	S068031	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	ROW	\$3,535,319	\$3,840,401	\$23,903,711
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	PE	\$53,838	\$4,766,255	\$23,903,711
				Project Change	Z0E2	NATIONAL HWY PERF EXM FAST EXT	PE	\$1,142,263	\$4,766,255	\$23,903,711
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$5,922	\$0	\$23,903,711
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$388,885	\$0	\$23,903,711
				Project Change	Z0E2	NATIONAL HWY PERF EXM FAST EXT	N/A - ICAP	\$125,649	\$0	\$23,903,711
ODOT	S001520	21218	I-5: Boone (Willamette River) Bridge	Project Close	M0E1	NATIONAL HWY PERF PROGRAM EXT	PE	(\$207,578)	\$230,550	\$250,000
ODOT	SA00167	21255	US26/OR213 curb ramps	Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	PE	\$206,464	\$542,952	\$1,835,094
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$22,711	\$0	\$1,835,094
ODOT	SA00225	21371	I-5 and I-205: Regional Mobility Pricing	Project Change	Y230	STBG-URBANIZED >200K IIJA	PLAN	\$5,328,000	\$2,766,600	\$3,000,000
				Project Change	Z23E	STBG-URBANIZED >200K FAST EXT	PLAN	\$1,313,688	\$2,766,600	\$3,000,000
				Project Change	Z23E	STBG-URBANIZED >200K FAST EXT	N/A - ICAP	\$144,506	\$0	\$3,000,000
ODOT	S064061	21400	I-205: I-5 – O R213, Phase 3 Sec.	Project Close	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$20,342)	\$0	\$6,200,000
				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$101,430)	\$5,717,640	\$6,200,000

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				Project Close	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$83,498)	\$5,717,640	\$6,200,000
ODOT	SA00303	21473	Oregon MPO Consortium Work Program FFFY20	Project Close	Z450	METROPOLITAN PLANNING FAST	PLAN	(\$149,842)	\$0	\$0
ODOT	S001534	21541	I-5: Boone Bridge Widening & Seismic Retrofit Study	Project Change	M0E1	NATIONAL HWY PERF PROGRAM EXT	PLAN	(\$276,660)	\$276,660	\$300,000
				Project Change	Z24E	SURFACE TRANS BLOCK-FLEX EXT	PLAN	\$3,200,000	\$276,660	\$300,000
				Project Change	M0E1	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	(\$30,433)	\$0	\$300,000
				Project Change	Z24E	SURFACE TRANS BLOCK-FLEX EXT	N/A - ICAP	\$352,000	\$0	\$300,000
ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	L05E	NHS- NATL HIGHWAY SYS S-LU EXT	PE	\$116,213	\$1,627,675	\$12,799,200
				Project Change	Z918	HIGHWAY INFRASTRUCTURE ANY	PE	\$1,731,198	\$1,627,675	\$12,799,200
ODOT	S171050	21606	OR224 at SE Monroe St	Project Change	YS32	SEC 164 PENALTIES HSIP IIJA	PE	\$307,018	\$860,179	\$4,010,284
				Project Change	YS32	SEC 164 PENALTIES HSIP IIJA	N/A - ICAP	\$33,772	\$0	\$4,010,284
ODOT	S029035	21608	OR8 at Armco Ave, Main St and A&B Row	Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	PE	(\$11,194)	\$1,157,518	\$6,283,817
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	(\$1,231)	\$0	\$6,283,817
ODOT	S123024	21707	US30B: St Johns (Willamette River) Bridge	Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$2,875,497	\$10,225,975	\$13,036,401
				Project Change	Z905	HIGHWAY INFRA OVER 200K POP	CON	\$1,332,122	\$10,225,975	\$13,036,401
				Project Change	Z905	HIGHWAY INFRA OVER 200K POP	CON	\$5,973,560	\$10,225,975	\$13,036,401
ODOT	S001544	21799	I-5: E Burnside St - Marquam Bridge	Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	PLAN	\$92,220	\$645,540	\$700,000
				Project Change	Y001	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$10,144	\$0	\$700,000
ODOT	S029034	22116	US8 Curb Ramps (Cornelius & Forest Grove) Project	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$77,226	\$0	\$2,226,371
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	CON	(\$179,241)	\$1,687,921	\$2,226,371
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	CON	\$179,241	\$1,687,921	\$2,226,371
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	\$702,058	\$1,687,921	\$2,226,371
ODOT	SA00448	22431	OR141/OR217 Curb Ramps	Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	PE	\$1,279,257	\$2,131,087	\$4,662,297
				Project Change	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	N/A - ICAP	\$172,700	\$0	\$4,662,297
ODOT	S123025	22432	US30 BY Curb Ramps	Project Change	Z909	HIGHWAY INFRASTRUCTURE ANY	PE	\$3,927,127	\$10,956,034	\$38,810,000
				Project Change	Z918	HIGHWAY INFRASTRUCTURE ANY	PE	\$1,667,846	\$10,956,034	\$38,810,000
				Project Change	Z909	HIGHWAY INFRASTRUCTURE ANY	N/A - ICAP	\$530,162	\$0	\$38,810,000
				Project Change	Z918	HIGHWAY INFRASTRUCTURE ANY	N/A - ICAP	\$225,159	\$0	\$38,810,000
ODOT	S092068	22440	NW 112th Street and PNWR Rail Crossing Upgrades	New Project	ZS4E	RAIL HWY CRS HAZ ELM FAST EXT	PE	\$76,613	\$67,500	\$1,235,000
ODOT	S064063	22467	I-205: I-5 to OR213, Phase 1A	Project Change	Z46E	NATIONAL HWY FREIGHT FAST EXT	N/A - ICAP	\$135,000	\$0	\$375,350,000
				Project Change	Z46E	NATIONAL HWY FREIGHT FAST EXT	CON	\$1,000,000	\$359,200,000	\$375,350,000
ODOT	S064064	22507	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	New Project	Y001	NATIONAL HIGHWAY PERF IIJA	PE	\$21,806,312	\$21,806,312	\$27,257,890

Table 3. 2022 FHWA Data by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
				New Project	Y001	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$2,943,852	\$0	\$27,257,890
ODOT	S171049	21157, 21495	OR212/224 Arterial management	Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	PE	(\$168,530)	\$300,000	\$2,800,000
				Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	OTHER	\$75,000	\$75,000	\$2,800,000
				Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	CON	\$314,291	\$2,425,000	\$2,800,000
				Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	CON	\$1,474,260	\$2,425,000	\$2,800,000
ODOT	5900312	21157, 21496	NE Airport Way Arterial Corridor Management	Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	PE	\$150,000	\$260,000	\$1,200,000
				Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	CON	\$140,255	\$890,000	\$1,200,000
				Project Change	Z44A	CONGESTION MGMT TECH DEPLOY	CON	\$746,209	\$890,000	\$1,200,000
Oregon City	5520033	22142	Willamette Falls Path/OR99E Enhance: 10th St - Railroad Ave	Project Change	M301	TAP -URBANIZED AREAS POP >200K	PLAN	\$162,114	\$673,000	\$750,028
				Project Change	M3E1	TAP URB AREA >200K MAP-21 EXT	PLAN	\$42,205	\$673,000	\$750,028
				Project Change	Z3E1	TRANS ALTERN >200K FAST EXT	PLAN	\$468,681	\$673,000	\$750,028
Port of Portland	C000047	17270	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$44,800	\$700,379	\$3,539,609
Portland	5900298	13502	NE Columbia Blvd at MLK Jr Blvd	Project Close	Z230	STBG-URBANIZED >200K FAST	UR	(\$10,432)	\$44,865	\$3,859,260
				Project Change	Z230	STBG-URBANIZED >200K FAST	CON	\$94,386	\$1,000,804	\$3,859,260
				Project Change	Z230	STBG-URBANIZED >200K FAST	CON	\$16,744	\$1,000,804	\$3,859,260
Portland	5900269	18023	Burgard/Lombard @ North Time Oil Road Intersection Local Add Turn Lane, Bike Lanes & Sidewalks Multnomah	Project Close	Z230	STBG-URBANIZED >200K FAST	CON	\$239,009	\$1,621,054	\$2,633,456
				Project Close	Z230	STBG-URBANIZED >200K FAST	CON	(\$238,796)	\$1,621,054	\$2,633,456
Portland	5900283	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$23,831	\$188,433	\$1,225,900
Portland	5900313	18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$112,268	\$193,025	\$858,500
Portland	5900286	18818	Downtown I-405 Ped Safety & Operational Improvements	Project Change	M040	TIFIA REDISTRIBUTION MAP-21	PE	(\$135,713)	\$587,732	\$3,317,727
				Project Change	M040	TIFIA REDISTRIBUTION MAP-21	CON	\$402,782	\$1,422,220	\$3,317,727
				Project Change	M040	TIFIA REDISTRIBUTION MAP-21	CON	(\$267,069)	\$1,422,220	\$3,317,727
Portland	5900290	19300	North Rivergate Freight Project	Project Change	Z230	STBG-URBANIZED >200K FAST	UR	(\$821,178)	\$987,030	\$26,157,412
				Project Change	Z230	STBG-URBANIZED >200K FAST	CON	\$790,094	\$15,435,468	\$26,157,412
Portland	5900296	19303	N. Going to The Island Freight Project	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	(\$602)	\$70,000	\$557,228
				Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$15,240	\$400,000	\$557,228
Portland	5900304	20812	Brentwood-Darlington Bike/Ped Improvements	Project Change	M301	TAP -URBANIZED AREAS POP >200K	UR	\$44,865	\$44,865	\$6,488,904
				Project Change	Z3E1	TRANS ALTERN >200K FAST EXT	ROW	\$528,091	\$528,090	\$6,488,904
Portland	5900305	20813	NE Halsey Street Bike/Ped/Transit Improvements	Project Change	Z3E1	TRANS ALTERN >200K FAST EXT	UR	\$44,865	\$44,865	\$5,808,831
				Project Change	Z230	STBG-URBANIZED >200K FAST	ROW	\$147,320	\$147,320	\$5,808,831
Portland	5900311	20814	Jade and Montavilla Multimodal Improvements	Project Change	Z301	TRANS ALTERNATIVES >200K FAST	ROW	\$720,014	\$720,014	\$8,210,114
Portland	5900321	22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	New Project	Z23E	STBG-URBANIZED >200K FAST EXT	PE	\$1,185,333	\$1,185,333	\$6,106,000
Portland	5900323	22134	NE 122nd Ave Safety & Access: Beech St - Wasco St	New Project	Y230	STBG-URBANIZED >200K IIJA	PE	\$854,902	\$854,902	\$6,430,716
Portland	5900322	22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	\$987,030	\$987,030	\$4,638,000

Table 3. 2022 FHWA Data by Lead Agency

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Portland	5900324	22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	New Project	Y230	STBG-URBANIZED >200K IIJA	PE	\$585,040	\$585,040	\$11,442,000
Sherwood	6710005	18026	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd Local Construct A Trail to Better Accommodate Ped Access Washington	Project Change	Z400	CONGESTION MITIGATION FAST	ROW	(\$119,073)	\$167,633	\$5,527,018
				Project Change	Z400	CONGESTION MITIGATION FAST	CON	\$178,740	\$3,750,893	\$5,527,018
				Project Change	Z400	CONGESTION MITIGATION FAST	CON	(\$59,670)	\$3,750,893	\$5,527,018
Tigard	7365017	22136	Red Rock Creek Tr Alignment Study: Fanno Ck Tr-SW 64th	New Project	Z23E	STBG-URBANIZED >200K FAST EXT	PLAN	\$314,055	\$314,055	\$350,000
Washington County	C067110	18311	Durham Rd/Upper Boones Ferry Rd: OR99W - I-5	Project Change	Z230	STBG-URBANIZED >200K FAST	PE	(\$39,942)	\$363,419	\$1,865,015
				Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$39,942	\$206,938	\$1,865,015
Washington County	C067109	19358	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	Project Change	Y230	STBG-URBANIZED >200K IIJA	PE	\$2,805,879	\$5,562,879	\$38,373,575
West Linn	S003016	20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Project Change	Z40E	CONGESTION MITIGAT FAST EXT	PE	\$44,865	\$1,095,718	\$7,038,203
						TOTAL 2022 FHWA AWARDS	\$185,355,264			

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S144030	19918	Portland Metropolitan: Bridge Screening and Rail Retrofit	Project Change	L1CE	BRIDGE	BRIDGE 85% ON/OFF S-LU EXT	N/A - ICAP	\$1,348	\$0	\$6,935,060
				Project Change	L1C0	BRIDGE	BRIDGE PROGRAM - 85% ON/OFF	N/A - ICAP	\$432	\$0	\$6,935,060
				Project Change	L1CE	BRIDGE	BRIDGE 85% ON/OFF S-LU EXT	CON	\$12,256	\$5,067,053	\$6,935,060
				Project Change	L1C0	BRIDGE	BRIDGE PROGRAM - 85% ON/OFF	CON	\$3,925	\$5,067,053	\$6,935,060
ODOT	S091102	20465	I-5 bridges: Multnomah Blvd, Capitol Hwy Ramp & Barbur Blvd	Project Change	L1CE	BRIDGE	BRIDGE 85% ON/OFF S-LU EXT	PE	\$13,424	\$308,420	\$5,351,561
				Project Change	L1CE	BRIDGE	BRIDGE 85% ON/OFF S-LU EXT	N/A - ICAP	(\$13,424)	\$0	\$5,351,561
BRIDGE Total									\$17,961		
Gresham	3125049	16986	NW Division Complete St - Phase 1: Wallula Ave-Birdsdale Ave	Project Change	Z40E	CMAQ - URBAN	CONGESTION MITIGAT FAST EXT	ROW	\$727,587	\$727,587	\$6,471,623
Sherwood	6710005	18026	Cedar Creek/Tonquin Trail: Or99w - Murdock Rd Local Construct A Trail to Better Accommodate Ped Access Washington	Project Change	Z400	CMAQ - URBAN	CONGESTION MITIGATION FAST	ROW	(\$119,073)	\$167,633	\$5,527,018
				Project Change	Z400	CMAQ - URBAN	CONGESTION MITIGATION FAST	CON	\$178,740	\$3,750,893	\$5,527,018
				Project Change	Z400	CMAQ - URBAN	CONGESTION MITIGATION FAST	CON	(\$59,670)	\$3,750,893	\$5,527,018
West Linn	S003016	20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Project Change	Z40E	CMAQ - URBAN	CONGESTION MITIGAT FAST EXT	PE	\$44,865	\$1,095,718	\$7,038,203
CMAQ - URBAN Total									\$772,449		
ODOT	S171049	21157, 21495	OR212/224 Arterial management	Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	PE	(\$168,530)	\$300,000	\$2,800,000
				Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	OTHER	\$75,000	\$75,000	\$2,800,000
				Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	CON	\$314,291	\$2,425,000	\$2,800,000
				Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	CON	\$1,474,260	\$2,425,000	\$2,800,000
ODOT	5900312	21157, 21496	NE Airport Way Arterial Corridor management	Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	PE	\$150,000	\$260,000	\$1,200,000
				Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	CON	\$140,255	\$890,000	\$1,200,000
				Project Change	Z44A	CMAQ-TECH	CONGESTION MGMT TECH DEPLOY	CON	\$746,209	\$890,000	\$1,200,000
CMAQ-TECH Total									\$2,731,484		
ODOT	S068028	18757	OR213 Operational Improvements Cascade North Signal Upgrades Multnomah	Project Close	LZ2E	EQUITY BONUS	EQ BONUS SPEC LIM S-LU EXT	ROW	(\$2,729)	\$448,650	\$4,699,001
				Project Close	LZ2E	EQUITY BONUS	EQ BONUS SPEC LIM S-LU EXT	N/A - ICAP	(\$300)	\$0	\$4,699,001

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S081080	20487	OR99E Over UPRR at Baldwin Street Bridge	Project Change	LZ2E	EQUITY BONUS	EQ BONUS SPEC LIM S-LU EXT	PE	(\$233,509)	\$972,829	\$5,247,382
				Project Change	LZ20	EQUITY BONUS	EQUITY BONUS LIMITATION	PE	(\$50,623)	\$972,829	\$5,247,382
EQUITY BONUS Total									(\$287,161)		
ODOT	S144030	19918	Portland Metropolitan: Bridge Screening and Rail Retrofit	Project Change	Y110	HIP - BRIDGE	HIP BRIDGE FORMULA PROGRAM	N/A - ICAP	\$66,466	\$0	\$6,935,060
				Project Change	Y110	HIP - BRIDGE	HIP BRIDGE FORMULA PROGRAM	CON	\$604,237	\$5,067,053	\$6,935,060
HIP - BRIDGE Total									\$670,703		
Metro	CVID002	N/A	HIP-CRRSAA funds – Metro Transportation Management Area Revenue Loss Due to COVID-19	Project Close	Z973	HIP - CRRSAA	HIP COVID >200K POP SPEC AUTH	OTHER	\$12,160,987	\$0	\$12,160,987
HIP - CRRSAA Total									\$12,160,987		
ODOT	S029032	18794	OR8: SW 192nd Ave - SW 110th Ave	Project Change	ZS30	HSIP	HIGHWAY SAFETY IMP PROG FAST	ROW	\$15,000	\$304,000	\$5,808,012
				Project Change	ZS30	HSIP	HIGHWAY SAFETY IMP PROG FAST	PE	\$250,000	\$937,500	\$5,808,012
				Project Change	ZS30	HSIP	HIGHWAY SAFETY IMP PROG FAST	N/A - ICAP	\$29,150	\$0	\$5,808,012
				Project Change	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	N/A - ICAP	\$462,563	\$0	\$5,808,012
				Project Change	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	CON	\$2,225,791	\$4,186,505	\$5,808,012
				Project Change	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	CON	\$1,200,604	\$4,186,505	\$5,808,012
				Project Change	YS30	HSIP	HIGHWAY SAFETY IMP PROG IIJA	CON	\$1,200,604	\$4,186,505	\$5,808,012
ODOT	S144026	18841	OR217: OR10 - OR99W	Project Change	MS30	HSIP	HIGHWAY SAFETY IMP PROG	PE	(\$18,253)	\$17,656,822	\$158,793,019
ODOT	S091093	20438	OR99W (Barbur Blvd) At SW Capitol Hwy	Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	PE	\$124,347	\$720,100	\$2,926,700
				Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	\$13,678	\$0	\$2,926,700
ODOT	S064058	20480	I-205 Exit Ramps at SE Division St	Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	\$21,164	\$0	\$3,727,964
				Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	CON	\$39,158	\$2,656,576	\$3,727,964
				Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	CON	\$153,243	\$2,656,576	\$3,727,964
ODOT	S029035	21608	OR8 at Armco Ave, Main St and A&B Row	Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	PE	(\$11,194)	\$1,157,518	\$6,283,817
				Project Change	ZS3E	HSIP	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	(\$1,231)	\$0	\$6,283,817
HSIP Total									\$4,504,020		
ODOT	S064056	19721	I-205 NB: MP13.3 - Sunnybrook Exit	Project Change	Z904	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	CON	\$386	\$5,383,800	\$7,500,000

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	Z918	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	PE	\$1,731,198	\$1,627,675	\$12,799,200
ODOT	S123024	21707	US30B: St Johns (Willamette River) Bridge	Project Change	Z905	HWY INFRA	HIGHWAY INFRA OVER 200K POP	CON	\$1,332,122	\$10,225,975	\$13,036,401
				Project Change	Z905	HWY INFRA	HIGHWAY INFRA OVER 200K POP	CON	\$5,973,560	\$10,225,975	\$13,036,401
ODOT	S123025	22432	US30BY Curb Ramps	Project Change	Z909	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	PE	\$3,927,127	\$10,956,034	\$38,810,000
				Project Change	Z918	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	PE	\$1,667,846	\$10,956,034	\$38,810,000
				Project Change	Z909	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	N/A - ICAP	\$530,162	\$0	\$38,810,000
				Project Change	Z918	HWY INFRA	HIGHWAY INFRASTRUCTURE ANY	N/A - ICAP	\$225,159	\$0	\$38,810,000
HWY INFRA Total									\$15,387,561		
ODOT	S064056	19721	I-205 NB: MP13.3 - Sunnybrook Exit	Project Change	L01E	INTERSTATE MAINT	INTERSTATE MAINT S-LU EXT	CON	\$94,671	\$5,383,800	\$7,500,000
INTERSTATE MAINT Total									\$94,671		
ODOT	S064056	19721	I-205 NB: MP13.3 - Sunnybrook Exit	Project Change	Q770	MIN GUARANTEE	MIN GUARANTEE-EXEMPT-TEA21	CON	\$43,003	\$5,383,800	\$7,500,000
ODOT	S081080	20487	OR99E Over UPRR at Baldwin Street Bridge	Project Change	Q770	MIN GUARANTEE	MIN GUARANTEE-EXEMPT-TEA21	PE	(\$43,003)	\$972,829	\$5,247,382
MIN GUARANTEE Total									\$0		
Metro	PR21101	20596	Portland MPO Planning SFY21	Project Close	19MP	MPO PLANNING	FTA METROPOLITAN TRANSPORT	PLAN	(\$377,948)	\$836,968	\$8,610,885
				Project Close	Z450	MPO PLANNING	METROPOLITAN PLANNING FAST	PLAN	(\$455,951)	\$2,685,951	\$8,610,885
Metro	PR22101	20597	Portland Metropolitan Area Planning SFY22	Project Change	19MP	MPO PLANNING	FTA METROPOLITAN TRANSPORT	PLAN	\$445,484	\$1,903,393	\$8,837,195
				Project Change	20MP	MPO PLANNING	FTA METROPOLITAN TRANSPORT	PLAN	\$396,251	\$1,903,393	\$8,837,195
Metro	PR23101	22310	Portland Metropolitan Planning SFY23	New Project	Y450	MPO PLANNING	METROPOLITAN PLANNING IIJA	PLAN	\$2,172,058	\$2,908,626	\$12,154,240
ODOT	SA00303	21473	Oregon MPO Consortium Work Program Ffy20	Project Close	Z450	MPO PLANNING	METROPOLITAN PLANNING FAST	PLAN	(\$149,842)	\$0	\$0
MPO PLANNING Total									\$2,030,053		
ODOT	S002234	20410	I-84: I-205 - Marine Drive	Project Change	Y460	NHFP	NATIONAL HWY FREIGHT PROG IIJA	N/A - ICAP	\$712,761	\$0	\$13,197,689
				Project Change	Z460	NHFP	NATIONAL HWY FREIGHT PROGRAM	N/A - ICAP	\$43,701	\$0	\$13,197,689
				Project Change	Y460	NHFP	NATIONAL HWY FREIGHT PROG IIJA	CON	\$5,279,708	\$11,698,160	\$13,197,689
				Project Change	Z460	NHFP	NATIONAL HWY FREIGHT PROGRAM	CON	\$323,714	\$11,698,160	\$13,197,689

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S064063	22467	I-205: I-5 to OR213, Phase 1A	Project Change	Z46E	NHFP	NATIONAL HWY FREIGHT FAST EXT	N/A - ICAP	\$135,000	\$0	\$375,350,000
				Project Change	Z46E	NHFP	NATIONAL HWY FREIGHT FAST EXT	CON	\$1,000,000	\$359,200,000	\$375,350,000
				NHFP Total					\$7,494,884		
ODOT	S081076	18759	OR99E Railroad Tunnel Illumination and ITS	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$542)	\$0	\$1,940,000
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$27,059	\$1,334,285	\$1,940,000
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$31,986)	\$1,334,285	\$1,940,000
ODOT	S174013	18772	OR212: UPRR - US26	Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	UR	(\$17,578)	\$134,595	\$17,884,563
				Project Change	Z002	NHPP	NATIONAL HWY PERF EXEMPT FAST	ROW	\$44,865	\$275,022	\$17,884,563
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$1,934)	\$0	\$17,884,563
				Project Change	Z002	NHPP	NATIONAL HWY PERF EXEMPT FAST	N/A - ICAP	\$4,935	\$0	\$17,884,563
				Project Change							
ODOT	S001502	18836	I-5: N Tigard Intchge - E Portland Fwy.	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$24,388)	\$0	\$29,697,132
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$1,100,190	\$24,228,828	\$29,697,132
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$1,321,896)	\$24,228,828	\$29,697,132
ODOT	S068030	19141	OR213: King Rd Mt Scott Creek Bridge ADA Ramps	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$1,219	\$0	\$1,431,000
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$11,086	\$538,380	\$1,431,000
				Project Close	M0E2	NHPP	NATIONAL HWY PERF EXEMPT EXTEN	CON	(\$20,465)	\$538,380	\$1,431,000
				Project Close	M0E2	NHPP	NATIONAL HWY PERF EXEMPT EXTEN	CON	\$20,465	\$538,380	\$1,431,000
ODOT	S001499	19652	I-5: Marquam Br Electric & Lighting System Replace	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$19,943)	\$0	\$2,938,120
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$110,545)	\$2,317,368	\$2,938,120
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$70,752)	\$2,317,368	\$2,938,120
ODOT	S002222	19763	I-84: Graham Road Bridges	Project Close	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	CON	\$2,074	\$9,590,880	\$18,778,314
				Project Close	Y001	NHPP	NATIONAL HIGHWAY PERF IJJA	CON	\$7,282,408	\$9,590,880	\$18,778,314

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S092060	20208	US30: NW Kittridge Ave to NW Bridge Ave	Project Change	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	UR	\$98,703	\$179,460	\$11,585,704
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	ROW	(\$18,843)	\$328,412	\$11,585,704
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$2,073)	\$0	\$11,585,704
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$852,988	\$0	\$11,585,704
				Project Change	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	\$13,325	\$0	\$11,585,704
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	CON	\$1,370,231	\$6,949,397	\$11,585,704
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	CON	\$4,948,196	\$6,949,397	\$11,585,704
				Project Change							
ODOT	S047116	20299	US26: Cornell Rd - Sylvan	Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$994,866	\$0	\$14,069,857
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	CON	\$1,578,673	\$12,078,608	\$14,069,857
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	CON	\$7,465,567	\$12,078,608	\$14,069,857
ODOT	S047121	20300	US26: OR217 - Cornell Rd	Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	PE	\$52,575	\$897,300	\$1,000,000
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$5,783	\$0	\$1,000,000
ODOT	SA00269	20451	OR8 at River Rd	Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$17,420	\$0	\$2,349,463
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	CON	\$241,538	\$1,073,400	\$2,349,463
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	CON	(\$112,498)	\$1,073,400	\$2,349,463
ODOT	S091102	20465	I-5 bridges: Multnomah Blvd, Capitol Hwy ramp & Barbur Blvd	Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	PE	(\$49,092)	\$308,420	\$5,351,561
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$5,400)	\$0	\$5,351,561
ODOT	S091089	20471	OR99W Tualatin River NB Bridge	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$4,430)	\$0	\$2,302,900
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$53,715)	\$1,079,362	\$2,302,900
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$13,441	\$1,079,362	\$2,302,900
ODOT	S081079	20472	OR99E: Clackamas River (Mc Loughlin) Bridge	Project Change	Z002	NHPP	NATIONAL HWY PERF EXEMPT FAST	PE	\$928,578	\$1,074,068	\$1,249,000
				Project Change	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	PE	\$14,637	\$1,074,068	\$1,249,000
ODOT	S001522	20486	I-5 over 26th Avenue Bridge	Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	PE	\$229,554	\$4,885,234	\$34,351,001
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$25,251	\$0	\$34,351,001

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S068031	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	ROW	\$3,535,319	\$3,840,401	\$23,903,711
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	PE	\$53,838	\$4,766,255	\$23,903,711
				Project Change	Z0E2	NHPP	NATIONAL HWY PERF EXM FAST EXT	PE	\$1,142,263	\$4,766,255	\$23,903,711
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$5,922	\$0	\$23,903,711
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$388,885	\$0	\$23,903,711
				Project Change	Z0E2	NHPP	NATIONAL HWY PERF EXM FAST EXT	N/A - ICAP	\$125,649	\$0	\$23,903,711
				Project Change							
ODOT	S001520	21218	I-5: Boone (Willamette River) Bridge	Project Close	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	PE	(\$207,578)	\$230,550	\$250,000
ODOT	SA00167	21255	US26/OR213 curb ramps	Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	PE	\$206,464	\$542,952	\$1,835,094
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$22,711	\$0	\$1,835,094
ODOT	S064061	21400	I-205: I-5 - OR213, Phase 3 Sec.	Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	(\$20,342)	\$0	\$6,200,000
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$101,430)	\$5,717,640	\$6,200,000
				Project Close	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$83,498)	\$5,717,640	\$6,200,000
ODOT	S001534	21541	I-5: Boone Bridge Widening & Seismic Retrofit Study	Project Change	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	PLAN	(\$276,660)	\$276,660	\$300,000
				Project Change	M0E1	NHPP	NATIONAL HWY PERF PROGRAM EXT	N/A - ICAP	(\$30,433)	\$0	\$300,000
ODOT	S001544	21799	I-5: E Burnside St - Marquam Bridge	Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	PLAN	\$92,220	\$645,540	\$700,000
				Project Change	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$10,144	\$0	\$700,000
ODOT	S029034	22116	US8 Curb Ramps (Cornelius & Forest Grove) Project	Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$77,226	\$0	\$2,226,371
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	(\$179,241)	\$1,687,921	\$2,226,371
				Project Change	Z001	NHPP	NATIONAL HIGHWAY PERF FAST	CON	\$179,241	\$1,687,921	\$2,226,371
				Project Change	Z0E1	NHPP	NATIONAL HIGHWAY PERF FAST EXT	CON	\$702,058	\$1,687,921	\$2,226,371
ODOT	S064064	22507	I-205: OR213 - Stafford Rd Variable Rate Tolling Project	New Project	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	PE	\$21,806,312	\$21,806,312	\$27,257,890
				New Project	Y001	NHPP	NATIONAL HIGHWAY PERF IIJA	N/A - ICAP	\$2,943,852	\$0	\$27,257,890
NHPP Total									\$55,872,473		
ODOT	S047122	21597	US26: Glencoe Rd - Cornelius Pass Rd	Project Change	L05E	NHS	NHS- NATL HIGHWAY SYS S-LU EXT	PE	\$116,213	\$1,627,675	\$12,799,200
NHS Total									\$116,213		

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S092068	22440	NW 112th Street and PNWR Rail Crossing Upgrades	New Project	ZS4E	RAIL HWY	RAIL HWY CRS HAZ ELM FAST EXT	PE	\$76,613	\$67,500	\$1,235,000
RAIL HWY Total									\$76,613		
ODOT	S001512	20484	SW Multnomah Blvd Over I-5	Project Change	Z030	REDISTRIBUTION	REDISTRIB CERTAIN AUTH FAST	PE	(\$33,864)	\$470,096	\$523,900
ODOT	S092061	21128	US30: Watson Rd - Hoge Ave	Project Change	Z03E	REDISTRIBUTION	REDIST CERTAIN AUTH FAST EXT	PE	\$410,246	\$586,117	\$1,790,000
				Project Change	Z03E	REDISTRIBUTION	REDIST CERTAIN AUTH FAST EXT	N/A - ICAP	\$45,127	\$0	\$1,790,000
REDISTRIBUTION Total									\$421,509		
ODOT	S029029	18791	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	Project Change	ZSE2	SEC 164	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	\$23,031	\$0	\$2,840,445
				Project Change	ZSE2	SEC 164	SEC 164 PENALT HSIP FAST EXT	CON	\$209,368	\$1,675,292	\$2,840,445
ODOT	S029032	18794	OR8: SW 192nd Ave - SW 110th Ave	Project Change	ZS32	SEC 164	SEC 164 PENALTIES HSIP FAST	PE	\$29,038	\$937,500	\$5,808,012
				Project Change	ZS32	SEC 164	SEC 164 PENALTIES HSIP FAST	N/A - ICAP	\$3,194	\$0	\$5,808,012
ODOT	S091093	20438	OR99W (Barbur Blvd) At SW Capitol Hwy	Project Change	ZS32	SEC 164	SEC 164 PENALTIES HSIP FAST	ROW	\$3,776	\$80,000	\$2,926,700
				Project Change	ZSE2	SEC 164	SEC 164 PENALT HSIP FAST EXT	N/A - ICAP	(\$28,215)	\$0	\$2,926,700
				Project Change	ZS32	SEC 164	SEC 164 PENALTIES HSIP FAST	N/A - ICAP	\$415	\$0	\$2,926,700
				Project Change	ZSE2	SEC 164	SEC 164 PENALT HSIP FAST EXT	CON	(\$209,000)	\$2,125,573	\$2,926,700
ODOT	S171050	21606	OR224 at SE Monroe St	Project Change	YS32	SEC 164	SEC 164 PENALTIES HSIP IIJA	PE	\$307,018	\$860,179	\$4,010,284
				Project Change	YS32	SEC 164	SEC 164 PENALTIES HSIP IIJA	N/A - ICAP	\$33,772	\$0	\$4,010,284
SEC 164 Total									\$372,397		
Gresham	3125055	19120	SE 242nd/Hogan: NE Burnside - E Powell (Gresham) Local Operational Improv, Signal Upgrades, Bike & Ped Improvements Multnomah	Project Change	Y236	STBG - FLEX	STBG 50-200K POP IIJA	CON	\$868,975	\$1,025,001	\$6,012,388
				Project Change	Y236	STBG - FLEX	STBG 50-200K POP IIJA	CON	\$156,026	\$1,025,001	\$6,012,388
ODOT	S144026	18841	OR217: OR10 - OR99W	Project Change	Z240	STBG - FLEX	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$1,345,950	\$17,656,822	\$158,793,019
ODOT	S002222	19763	I-84: Graham Road Bridges	Project Close	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$2,134,711	\$9,590,880	\$18,778,314
				Project Close	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IIJA	CON	\$2,453,355	\$9,590,880	\$18,778,314
				Project Close	Z240	STBG - FLEX	SURFACE TRANSP BLOCK GRTS-FLEX	CON	\$111,000	\$9,590,880	\$18,778,314
ODOT	S047116	20299	US26: Cornell Rd - Sylvan	Project Change	Z240	STBG - FLEX	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$24,140	\$546,274	\$14,069,857
				Project Change	Z240	STBG - FLEX	SURFACE TRANSP BLOCK GRTS-FLEX	N/A - ICAP	\$2,655	\$0	\$14,069,857

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
ODOT	S002234	20410	I-84: I-205 - Marine Drive	Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	N/A - ICAP	\$697,168	\$0	\$13,197,689
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$1,791,384	\$11,698,160	\$13,197,689
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$3,372,821	\$11,698,160	\$13,197,689
ODOT	S091090	20435	OR99W: I-5 - McDonald St	Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	N/A - ICAP	\$2,454,761	\$0	\$40,847,151
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$3,891,199	\$25,550,738	\$40,847,151
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$14,292,218	\$25,550,738	\$40,847,151
ODOT	S001522	20486	I-5 over 26th Avenue Bridge	Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$2,480,021	\$26,793,259	\$34,351,001
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	CON	\$11,462,070	\$26,793,259	\$34,351,001
ODOT	S081080	20487	OR99E Over UPRR at Baldwin Street Bridge	Project Change	Z240	STBG - FLEX	SURFACE TRANSP BLOCK GRTS-FLEX	PE	(\$237,851)	\$972,829	\$5,247,382
ODOT	S001534	21541	I-5: Boone Bridge Widening & Seismic Retrofit Study	Project Change	Z24E	STBG - FLEX	SURFACE TRANS BLOCK-FLEX EXT	PLAN	\$3,200,000	\$276,660	\$300,000
				Project Change	Z24E	STBG - FLEX	SURFACE TRANS BLOCK-FLEX EXT	N/A - ICAP	\$352,000	\$0	\$300,000
ODOT	SA00448	22431	OR141/OR217 Curb Ramps	Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	PE	\$1,279,257	\$2,131,087	\$4,662,297
				Project Change	Y240	STBG - FLEX	SURFAC TRNSP BLK GRTS-FLX IJJA	N/A - ICAP	\$172,700	\$0	\$4,662,297
STBG - FLEX Total									\$52,304,560		
Beaverton	0535044	21121	OR210: SW Scholls Ferry Rd - SW Hall Blvd Its	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$134,595	\$134,595	\$835,841
Clackamas County	S000899	18001	Clackamas County Regional Freight Its / System Enhancements to Reduce Freight Delays in Congested Areas	Project Change	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	CON	\$367,403	\$1,603,968	\$2,512,493
				Project Change	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	CON	\$846,224	\$1,603,968	\$2,512,493
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$386,415	\$1,603,968	\$2,512,493
Clackamas County	C005103	19276	Jennings Ave: Or99e to Oatfield Rd	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$100,000	\$1,077,967	\$5,389,353
Clackamas County	C005119	22367	Clackamas County Regional ATC Controller & Signal Optimization	New Project	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	OTHER	\$735,878	\$735,878	\$820,103
Forest Grove	2620009	18003	OR8 at Quince St. (Forest Grove)	Project Close	M23E	STBG - URBAN	STP-URBANIZED >200K MAP-21 EXT	ROW	(\$79,536)	\$762,705	\$4,171,382
Gresham	3125056	19279	Sandy Blvd: NE 181st Ave to East Gresham City Limit Local Construct Multimodal Facilities Multnomah	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	ROW	\$3,420	\$462,806	\$5,233,403
Happy Valley	3205007	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$910,733	\$2,057,467	\$4,476,467
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$827,994	\$2,057,467	\$4,476,467

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Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Metro	PR21101	20596	Portland MPO Planning SFY21	Project Close	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PLAN	(\$665,765)	\$2,179,689	\$8,610,885
Metro	PR23101	22310	Portland Metropolitan Planning SFY23	New Project	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PLAN	\$2,498,167	\$2,436,217	\$12,154,240
ODOT	S002234	20410	I-84: I-205 - Marine Drive	Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	N/A - ICAP	\$77,055	\$0	\$13,197,689
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$570,779	\$11,698,160	\$13,197,689
ODOT	S091090	20435	OR99W: I-5 - McDonald St	Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PE	\$4,487	\$1,729,922	\$40,847,151
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	N/A - ICAP	\$494	\$0	\$40,847,151
ODOT	SA00225	21371	I-5 and I-205: Regional Mobility Pricing	Project Change	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	PLAN	\$1,313,688	\$2,766,600	\$3,000,000
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PLAN	\$5,328,000	\$2,766,600	\$3,000,000
				Project Change	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	N/A - ICAP	\$144,506	\$0	\$3,000,000
ODOT	S123024	21707	US30B: St Johns (Willamette River) Bridge	Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$2,875,497	\$10,225,975	\$13,036,401
Port of Portland	C000047	17270	40 Mile Loop: Blue Lake - Sundial & Harlow Rd	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$44,800	\$700,379	\$3,539,609
Portland	5900298	13502	NE Columbia Blvd at MLK Jr Blvd	Project Close	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	UR	(\$10,432)	\$44,865	\$3,859,260
				Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	CON	\$94,386	\$1,000,804	\$3,859,260
				Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	CON	\$16,744	\$1,000,804	\$3,859,260
Portland	5900269	18023	Burgard/Lombard @ North Time Oil Road Intersection Local Add Turn Lane, Bike Lanes & Sidewalks Multnomah	Project Close	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	CON	\$239,009	\$1,621,054	\$2,633,456
				Project Close	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	CON	(\$238,796)	\$1,621,054	\$2,633,456
Portland	5900283	18308	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$23,831	\$188,433	\$1,225,900
Portland	5900313	18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$112,268	\$193,025	\$858,500
Portland	5900290	19300	North Rivergate Freight Project	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	UR	(\$821,178)	\$987,030	\$26,157,412
				Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	CON	\$790,094	\$15,435,468	\$26,157,412
Portland	5900296	19303	N. Going to the Island Freight Project	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	(\$602)	\$70,000	\$557,228
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$15,240	\$400,000	\$557,228
Portland	5900305	20813	NE Halsey Street Bike/Ped/Transit Improvements	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	ROW	\$147,320	\$147,320	\$5,808,831
Portland	5900321	22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	New Project	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	PE	\$1,185,333	\$1,185,333	\$6,106,000

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Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Portland	5900323	22134	NE 122nd Ave Safety & Access: Beech St - Wasco St	New Project	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PE	\$854,902	\$854,902	\$6,430,716
Portland	5900322	22135	NE MLK Blvd Safety & Access to Transit: Cook - Highland	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	\$987,030	\$987,030	\$4,638,000
Portland	5900324	22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	New Project	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PE	\$585,040	\$585,040	\$11,442,000
Tigard	7365017	22136	Red Rock Creek Tr Alignment Study: Fanno Ck Tr-SW 64th	New Project	Z23E	STBG - URBAN	STBG-URBANIZED >200K FAST EXT	PLAN	\$314,055	\$314,055	\$350,000
Washington County	C067110	18311	Durham Rd/Upper Boones Ferry Rd: OR99W - I-5	Project Change	Z230	STBG - URBAN	STBG-URBANIZED >200K FAST	PE	(\$39,942)	\$363,419	\$1,865,015
				Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	CON	\$39,942	\$206,938	\$1,865,015
Washington County	C067109	19358	Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	Project Change	Y230	STBG - URBAN	STBG-URBANIZED >200K IJJA	PE	\$2,805,879	\$5,562,879	\$38,373,575
STBG - URBAN Total									\$23,524,954		
ODOT	S029032	18794	OR8: SW 192nd Ave - SW 110th Ave	Project Change	Y300	TA/TAP - FLEX	TRANSP ALTERNATIVES FLEX IJJA	N/A - ICAP	\$45,062	\$0	\$5,808,012
				Project Change	Y300	TA/TAP - FLEX	TRANSP ALTERNATIVES FLEX IJJA	CON	\$1,082,161	\$4,186,505	\$5,808,012
TA/TAP - FLEX Total									\$1,127,224		
Happy Valley	3205007	19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Project Change	M3E1	TA/TAP - URBAN	TAP URB AREA >200K MAP-21 EXT	PE	(\$30,945)	\$803,084	\$4,476,467
				Project Change	Z3E1	TA/TAP - URBAN	TRANS ALTERN >200K FAST EXT	CON	\$349,684	\$2,057,467	\$4,476,467
King City	3915000	18807	Or99w: SW Royalty Parkway - SE Durham Rd (Kings City)	Project Close	Z301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K FAST	CON	\$46,213	\$571,708	\$1,119,247
				Project Close	Z301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K FAST	CON	(\$46,489)	\$571,708	\$1,119,247
Metro	0000255	18832	Willamette Greenway Trail: Columbia Blvd Bridge	Project Change	M3E1	TA/TAP - URBAN	TAP URB AREA >200K MAP-21 EXT	PE	\$17,946	\$448,650	\$2,612,381
Milwaukie	4865019	22141	Washington/Monroe Street: SE 37th - SE Linwood Ave	New Project	Z301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K FAST	PE	\$712,387	\$712,387	\$5,934,906
Multnomah County	C051118	22137	Sandy Blvd: Gresham City Limits - 230th Ave	New Project	Z3E1	TA/TAP - URBAN	TRANS ALTERN >200K FAST EXT	PLAN	\$128,558	\$1,275,985	\$1,422,027
				New Project	Z301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K FAST	PLAN	\$231,667	\$1,275,985	\$1,422,027
				New Project	Y301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K IJJA	PLAN	\$915,760	\$1,275,985	\$1,422,027
ODOT	5900302	20333	Seventies Neighborhood Greenway	Project Change	Y301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K IJJA	CON	\$1,029,740	\$1,625,866	\$5,210,706
				Project Change	Y301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K IJJA	CON	\$596,353	\$1,625,866	\$5,210,706
Oregon City	5520033	22142	Willamette Falls Path/OR99E Enhance: 10th St - Railroad Ave	Project Change	M3E1	TA/TAP - URBAN	TAP URB AREA >200K MAP-21 EXT	PLAN	\$42,205	\$673,000	\$750,028
				Project Change	M301	TA/TAP - URBAN	TAP -URBANIZED AREAS POP >200K	PLAN	\$162,114	\$673,000	\$750,028
				Project Change	Z3E1	TA/TAP - URBAN	TRANS ALTERN >200K FAST EXT	PLAN	\$468,681	\$673,000	\$750,028

Table 4. 2022 FHWA Data by Federal Fund Source

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Fund Type	Fund Code Description	Phase	FY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
Portland	5900304	20812	Brentwood-Darlington Bike/Ped Improvements	Project Change	M301	TA/TAP - URBAN	TAP -URBANIZED AREAS POP >200K	UR	\$44,865	\$44,865	\$6,488,904
				Project Change	Z3E1	TA/TAP - URBAN	TRANS ALTERN >200K FAST EXT	ROW	\$528,091	\$528,090	\$6,488,904
Portland	5900305	20813	NE Halsey Street Bike/Ped/Transit Improvements	Project Change	Z3E1	TA/TAP - URBAN	TRANS ALTERN >200K FAST EXT	UR	\$44,865	\$44,865	\$5,808,831
Portland	5900311	20814	Jade and Montavilla Multimodal Improvements	Project Change	Z301	TA/TAP - URBAN	TRANS ALTERNATIVES >200K FAST	ROW	\$720,014	\$720,014	\$8,210,114
TA/TAP - URBAN Total									\$5,961,709		
Portland	5900286	18818	Downtown I-405 Ped Safety & Operational Improvements	Project Change	M040	TIFIA	TIFIA REDISTRIBUTION MAP-21	PE	(\$135,713)	\$587,732	\$3,317,727
				Project Change	M040	TIFIA	TIFIA REDISTRIBUTION MAP-21	CON	\$402,782	\$1,422,220	\$3,317,727
				Project Change	M040	TIFIA	TIFIA REDISTRIBUTION MAP-21	CON	(\$267,069)	\$1,422,220	\$3,317,727
TIFIA Total									\$0		
							TOTAL 2022 FHWA AWARDS		\$185,355,264		

Table 5. 2022 FTA Awards

Lead Agency	FTA Grant No.	ODOT Key No.	Project Name	FTA/FHWA Fund Code	FFY22 Obligation Amount	Federal Amount Programmed	Total Project Cost Estimate
SMART	OR-2022-023	ARP	ARP Act - FY2021 Section 5307 - Operating Assistance, Preventive Maintenance, and Security System Cloud Service for the City of Wilsonville	49 USC 5307 - Urbanized Area Formula (American Rescue Plan)	\$4,013,344	\$0	\$4,013,344
SMART	OR-2022-025	22191/22192	FY2017 Section 5307 SMART Replacement Bus Wash & Scheduling Software	49 USC 5307 - Urbanized Area Formula	\$90,852	\$378,758	\$113,565
TriMet	OR-2022-001	ARP	ARP Act - FY2021 Section 5307 - Preventive Maintenance for TriMet	49 USC 5307 - Urbanized Area Formula (American Rescue Plan)	\$289,101,869	\$0	\$289,101,869
TriMet	OR-2022-007	20849	FY2021 STBG Transferred to Section 5307 for MAX Red Line Extension & Reliability Improvements Project	FHWA Transfer - STBG Urbanized Area Funds (Z230)	\$4,000,000	\$4,000,000	\$215,000,000
TriMet	OR-2022-008	20849	ARP Act - FY2021 Section 5309 - MAX Red Line Extension & Reliability Improvements Project	49 USC 5309 - Small Starts (American Rescue Plan)	\$15,721,739	\$97,391,538	\$215,000,000
TriMet	OR-2022-002	22489	ARP Act - FY2021 Section 5309 - Division Transit Project	49 USC 5309 - Small Starts (American Rescue Plan)	\$12,963,076	\$12,963,076	\$174,827,901
TriMet	OR-2022-035	22180	FY2022 Section 5337 SGR HIFG Formula Funds - Rail Preventive Maintenance Program	49 USC 5337 - State of Good Repair (High Intensity Fixed Guideway)	\$38,199,581	\$38,199,581	\$47,749,476
TriMet	OR-2022-036	22180	FY2022 Section 5337 SGR HIMB Formula Funds - Bus Preventive Maintenance Program	49 USC 5337 - State of Good Repair (High Intensity Motor Bus)	\$24,177	\$24,177	\$30,221
TriMet	OR-2022-033	22177	FY2022 Section 5307 Formula Funds - TriMet Bus & Rail Preventive Maintenance Programs	49 USC 5307 - Urbanized Area Formula	\$51,930,404	\$51,930,404	\$64,913,005
TriMet	OR-2016-007-04	22187	FY2016 Milwaukie Light Rail Project	49 USC 5309 - Fixed Guideway Modernization	\$8,100,000	\$20,464,288	\$1,468,222,424
TriMet	OR-2022-038	N/A	ARP Act Route Planning Restoration - FY2021 Section 5307 - Forward Together 2.0 Project for TriMet	49 USC 5307 - Urbanized Area Formula (American Rescue Plan)	\$514,045	\$0	\$514,045
TriMet	OR-2022-031	22584	FY2022 STBG Transferred to Section 5307 - TriMet Rail Preventive Maintenance Program	FHWA Transfer - STBG Urbanized Area Funds (Z230)	\$3,495,506	\$3,495,507	\$3,895,582
TriMet	OR-2022-021	20849	FY2022 CMAQ Transferred to 5307 for MAX Red Line Extension & Reliability Improvements Project	FHWA Transfer - CMAQ Funds (Z400)	\$4,946,372	\$4,946,372	\$215,000,000
TriMet	OR-2022-037	22148	FY2022 CMAQ & STBG Transferred to Section 5307 - Debt Service Payments	FHWA Transfer - CMAQ Funds (Z400)	\$10,999,999	\$11,000,000	\$12,258,998
				FHWA Transfer - STBG Urbanized Area Funds (Z230)	\$10,840,000	\$10,840,000	\$12,080,687
TriMet	OR-2022-054	22183	FY2022 Section 5310 LU Mobility Management, Purchase of Service, Preventive Maintenance & Operating	49 USC 5310 - Elderly and Individuals with Disabilities	\$1,961,709	\$1,961,709	\$2,663,041
TOTAL 2022 FTA AWARDS					\$456,902,673		

Table 6. 2022 Advance Construction

Lead Agency	Federal Project Number	ODOT Key Number	Project Title	Project Action	Fund Code	Anticipated Federal Fund Code	Phase	FY 2022 Advance Construction	
ODOT	S144026	18841	OR217: OR10 - OR99W	Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	N/A - ICAP	\$102,965	
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	OTHER	\$762,705	
18841 Total								\$865,670	
ODOT	S001483	19071	I-5 Rose Quarter Improvements Project	Project Change	Z001	NATIONAL HIGHWAY PERF FAST	PE	\$32,756,544	
				19071 Total					
ODOT	S064057	19786	I-205: Stafford Rd - OR99E	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$1,841,172	
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	PE	\$16,737,930	
19786 Total								\$18,579,102	
ODOT	S047121	20300	US26: OR217 - Cornell Rd	Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$5,271	
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	PE	\$47,915	
20300 Total								\$53,185	
ODOT	S091090	20435	OR99W: I-5 - McDonald St	Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	N/A - ICAP	\$401,033	
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	PE	\$1,333,612	
				Project Change	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	CON	\$2,970,611	
20435 Total								\$4,705,256	
ODOT	S026130	21178	US26 (Powell Blvd): SE 99th Ave - East City Limits	Project Change	Z001	NATIONAL HIGHWAY PERF FAST	N/A - ICAP	\$231,557	
				Project Change	Z001	NATIONAL HIGHWAY PERF FAST	PE	\$2,105,066	
21178 Total								\$2,336,623	
Portland	5900309	21407	OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$284,510	
				Project Change	Y230	STBG-URBANIZED >200K IIJA	CON	\$864,373	
21407 Total								\$1,148,883	
ODOT	S029035	21608	OR8 at Armco Ave, Main St and A&B ROW	Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	N/A - ICAP	\$43,231	
				Project Change	ZS3E	HIGHWAY SFTY IMP PRG FAST EXT	PE	\$393,010	
21608 Total								\$436,241	
Metro	PR23101	22310	Portland Metropolitan Planning SFY23	New Project	Y240	SURFAC TRNSP BLK GRTS-FLX IIJA	PLAN	\$1,051,566	
				22310 Total					
ODOT	S064063	22467	I-205: I-5 to OR213, Phase 1A	Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	\$37,209,927	
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	N/A - ICAP	\$51,292,827	
				Project Change	Z0E1	NATIONAL HIGHWAY PERF FAST EXT	CON	\$342,736,941	
22467 Total								\$431,239,696	
						FY 2022 ADVANCE CONSTRUCTION			\$493,172,768

LIST OF ACRONYMS

3R – Resurfacing, Restoration and Rehabilitation project
AC – Advance Construction
ADA – Americans with Disabilities Act
BY – Bypass
CMAQ – Congestion Mitigation Air Quality (fund)
E&D – Elderly and Individuals with Disabilities
EQ/EQ Bonus – Equity Bonus (fund)
FAST/FAST Act - Fixing America's Surface Transportation Act (authorization bill for 2016-2020)
FFO – Full Federal Oversight (Oregon Department of Transportation project designation)
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
FY/FFY – Federal Fiscal Year (October 1 thru September 30)
HSIP – Highway Safety Improvement Program (fund)
ICAP – Indirect Cost Allocation Plan: Funds allocated to recoup overhead costs as approved by FHWA
IGA – Intergovernmental Agreement
IM – Interstate Maintenance
ITS – Intelligent Transportation System
MAP-21 – Moving Ahead for Progress in the 21st Century (authorization bill for 2012-2015)
MTIP – Metropolitan Transportation Improvement Program
MP – Mile Point
NB – North Bound
NHFP – National Highway Freight Program (fund)
NHPP – National Highway Performance Program (fund)
NHS – National Highway System (fund)
ODOT – Oregon Department of Transportation
PL – Metropolitan Planning (fund)
PRD – Parks and Recreation District
RF – Rapid Flashing
RTO – Regional Travel Options (regional program)
RTP – Regional Transportation Plan (long-range plan)
SB – South Bound
SFY – State Fiscal Year (July 1 thru June 30)
S-LU/SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (authorization bill for 2005-2009 with extensions thru 2011)
SMART – South Metro Area Regional Transit
SRTS – Safe Routes to School Program (fund)
STBG – Surface Transportation Block Grant (fund)
STP – Surface Transportation Program (fund)
TA/TAP – Transportation Alternatives Program (fund)
TIFIA - Transportation Infrastructure Finance and Innovation Act (finance program for projects of regional and national significance)
TIGER - Transportation Investment Generating Economic Recovery (discretionary grant program)
TOD – Transit Oriented Development (regional program)
TRIMET – Tri-County Metropolitan Transportation District
TSMO – Transportation System Management & Operations
UPWP – Unified Planning Work Program
UR - Utilities Relocation

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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.

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Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Friday, February 3, 2023 | 9:00 a.m. to 12:00 p.m.

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

Members Attending

Ted Leybold, Vice Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky-Young
Lewis Lem
Katherine Kelly

Alternates Attending

Jamie Stasny
Sarah Paulus
Jennifer Campos
Mark Lear
Dayna Webb
Jean Senechal Biggs
Dave Roth
John Serra
Neelam Dorman
Glen Bolen
Gerik Kransky

Members Excused

Jasmine Harris
Rob Klug
Shawn M. Donaghy
Ned Conroy
Rian Sallee

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
Washington State Department of Transportation
Port of Portland
City of Vancouver

Affiliate

Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
City of Beaverton and Cities of Washington County
City of Tigard and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality

Affiliate

Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Fiss
Bryan Graveline
Camilla Dartnell
Cody Field
Cora Potter
Jasia Mosley
Jeff Owen
Jessica Pelz
Laura Terway
Will Farley
2 unidentified phone callers

Affiliate

SW Washington Regional Transportation Council
Portland Bureau of Transportation
Kittelson & Associates
City of Tualatin
TriMet

Washington County
City of Happy Valley
City of Lake Oswego

Metro Staff Attending

Alex Oreschak, Ally Holmqvist, Cindy Pederson, Connor Ayers, Daniel Audelo, Eliot Rose, Grace Cho, Grace Stainback, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Thaya Patton

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

- **Updates from committee members around the region** (Vice Chair Leybold)
 - Erik Hesse announced that PBOT Director Chris Warner has been appointed Deputy Director Chief of Staff in Governor Kotek's office. Tara Wasiak has been named Interim Director while a national recruitment search for permanent Bureau Director is happening.
 - Lake McTighe announced Metro with partners receiving a Safe Streets for all Roads (SS4A) grant. Total amount of the grant is \$2.4 million. Metro will receive \$1 million toward Metro led activities for regional safety efforts, and \$1.4 million to our regional partners on safety projects. www.transportation.gov/grants/ss4a/2022-awards

Just a note that this is the first round of awards for this grant. I would say that now is the time to start coordinating for the next round, and to bring more funds for capital safety projects, especially for people walking!
 - Erik Hesse added the Portland Bureau of Transportation (PBOT) was awarded a \$20 million grant by the US Department of Transportation for a critical 5.5-mile stretch of 122nd Avenue from SE Foster Road to NE Sandy Boulevard. The busy, five-lane arterial street is one of the most dangerous in the city and serves some of Portland's most racially and ethnically diverse neighborhoods. PBOT will provide \$5 million in matching funds to support the project, leveraging funds already allocated from [Fixing Our Streets](#) for paving SE 122nd Avenue between SE Foster Road and SE Holgate Boulevard.
 - Chris Deffebach thanked Metro and partners for their work on the grant. This resource will help the County Safety Action Plan be updated and be Federally eligible for further funding.

- Allison Boyd noted the funding from this grant will help the Multi-Jurisdictional Safety Action Plan begin strategies.
- Lewis Lem announced a recent grant featuring Terminal 6 at the Port of Portland. Terminal 6 is a multipurpose, 419 acre facility that features 5 ship berths and an on-dock rail yard. Autos, containers and breakbulk cargoes are handled at T-6.
- Tara O'Brien announced TriMet's green venue buses were back on Division following a National recall to address the issue. There are two public comment periods with open houses regarding proposed fare increases and the 2023-24 service changes. Info about TriMet open houses, public comment periods here: <https://trimet.org/ridernews/> Applications were being accepted to serve on the Transit Equity Advisory Committee.
- Karen Williams announced that finalists for the DEQ Director position were being interviewed publicly this coming Thursday, Feb. 9 at 9:30 a.m. You can find the link to that meeting here: <https://www.oregon.gov/deq/about-us/eqc/Pages/020923.aspx>
- Ken Lobeck congratulated the grant recipients. It was encouraged to work with your agency liaisons with the terms of the grants, obligation requirements and other information moving forward.
- Chris Ford that the Great Streets Project Review team will include 4 community members as part of this team. Applications to apply for the review team are due Feb. 17: <https://www.cognitofirms.com/ODOT2/GreatStreetsProjectReviewTeam2023>

OTC has postponed the acceptance of the draft 2024-27 STIP until public comments are received with consideration. The public comments are expected from March – April.

On Monday Feb. 6 the Region 1 Area Commission on Transportation (R1 ACT) will meet. Included on the agenda: National Electric Vehicle Infrastructure (NEVI) program: Overview and First Year Corridors, and Carbon Reduction Program Call for Projects.

A study on ridership with ebikes and micro mobility was announced. The link for information: <https://content.govdelivery.com/accounts/ORDOT/bulletins/345e950>

Karen Buehrig asked about the state doing a carbon reduction program and how this differs from Metro's. Mr. Ford noted this is part of the IJA bill with different funding buckets for carbon reduction programs. Some goes to the TMAs where TPAC and MTAC will be working to identify how these funds will be spent. Another bucket of funding is directed for population areas between 5,000 to 50,000. Counties and very small populations under 5,000 also have a set amount of funding. ODOT itself will have money to spend for carbon reduction strategies. Vice Chair Leybold noted this statewide program would be a good topic on the agenda for better understanding and knowing how to participate in this process.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during late December 2022 through late January 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Metro FFY 2023 Annual Obligation Targets Summary** (Ken Lobeck) The memo in the packet was referenced. Questions on this information can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) The update was provided with the names of people killed in fatal crashes within the three counties of the region over the previous time period.

Metro will be providing a Safety Performance update to JPACT at the end of the year, likely in Dec. In addition to reporting on regional safety targets, we will be updating analysis on contributing factors to crashes, and reaching out to partners to provide an update on partner efforts and activities to advance safety, following up on the 2021 progress report.

<https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf>

- **Climate Friendly Equitable Communities Rules – Metro Implementation** (Kim Ellis) The letter to the Department of Land Conservation and Development regarding Metro’s proposal for alternative dates to meet the requirements of OAR 660-012-0012(3) was noted. The means by which Metro will comply with the CFEC rules: update to Metro’s Regional Transportation Plan, Urban Growth Management Functional Plan, and Regional Transportation Functional Plan, with proposed deadline dates was presented. A summary to provide clarity on the applicability of the Statewide Transportation Planning Rules to transportation system planning in the Portland region was included with the letter.

Karen Buehrig appreciated the summary table in the packet which shows cities and counties with a lot of work ahead. Communications with cities and counties to show the interplay between Metro and DLCD is asked for planning with the updates. Clackamas County submitted an alternative date proposal regarding one the performance measures. Better alignment with combined proposed dates was suggested.

- Chris Deffebach asked for clarification on the proposed dates, whether asking for an extension was for less or more time. Ms. Ellis noted the provisions of the functional plan are the original deadlines and have no proposed extensions. Metro is showing what our approach is to comply with the CFEC rules. The RTP has many deadlines for local governments, so we are trying to be clear on the RTP deadlines before working on the functional plan to follow.
- Eric Hesse noted in the Transportation Planning Rule Section 0400-450: Parking Management – These rules apply directly to cities and counties in metropolitan areas. Local governments may apply the state rules directly or update their local codes to remove or reduce parking mandates in specified areas. Since Metro does not plan to require different parking management from what is identified in these rules, it would be helpful to have more discussion on parking plans now being developed, in addition to performance standards and the implications from TSP pipelines from plan changes.
- **Draft 2023-24 Unified Planning Work Program (UPWP) review** (Vice Chair Leybold) It was announced the draft 2023-24 UPWP had been sent electronically via a link to the committee. They will be invited to attend the review of the document with Federal, State and local partners at the March 6 UPWP Consultation meeting.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from January 6, 2023

MOTION: To approve minutes from January 6, 2023.

Moved: Jay Higgins

Seconded: Eric Hesse

ACTION: Motion passed with one abstention; Karen Williams

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5315 (Ken Lobeck, Metro) Mr. Lobeck presented information on the February FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is primarily a re-positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The summary of changes includes the following:

- Key 22158, the FFY 23 Regional Travel Options (RTO) project is being advanced from FFY 2025 to FFY 2023.
- Key 22161, the FFY 23 Safe Routes to School (SRTS) project is being advanced from FFY 25 to FFY 2023.
- To meet the preliminary funding estimate for the Next Corridor Study project UPWP area:
 - \$295,924 of STBG plus match is being split from Key 22154 and combined into Key 22598.
 - Key 22154 is reduced and left in FFY 2025.

Comments from the committee:

- Jaimie Lorenzini asked for clarification on the programs in corridor planning. Mr. Lobeck noted Metro's Regional Flexible Fund Allocation, Step 1 allocation tables help determine annual program needs where STBG will be the primary funding source for the UPWP program area. Overall, the UPWP budget development is complicated, fluid, changes, often evolves, and must react to constantly changing funding levels. The UPWP lists corridor planning projects in the budget summary section of the document. However, naming the corridors in this description of the MTIP may not allow corridor planning projects to cover final amounts of funding, and must go under the Master Agreement Key.

Ms. Lorenzini understood that approving a bucket of money for projects already identified, but unclear which corridor projects are being considered for possible changes. It was suggested to include specifically what corridors are included in the motion. Mr. Lobeck agreed to send Ms. Lorenzini the budget of the UPWP that lists the corridor projects.

- Chris Ford noted that as with ODOT, this is all very standard process with paperwork that can be complex. It was important the MTIP be voted on and move it forward to get funds obligated for the FY 2023.
- Karen Buehrig agreed on having more information with corridors discussed so this could be articulated well to others.
- Lewis Lem suggested more information shared with a high-level overview or summary overview provided periodically on progress with the complex procedural processes.
- Mr. Lobeck noted the committee is being asked to approve moving money into FY 2023 to support the final UPWP list of projects. The goal to help ensure a sufficient amount of approved STBG, PL, 5303, local, and any applicable discretionary grant funding is in the current federal fiscal year to support the UPWP. Approved projects then can move forward to obligate their federal funds normally in June.
- Chris Ford agreed it was hard to interpret all the paperwork required in limited time periods and suggested forming a method to show publicly what is happening as changes are proposed and made. MPO staff can be tasked with developing informational funding communications.

MOTION: To provide JPACT an approval recommendation of Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development.

Moved: Chris Ford

Seconded: Lewis Lem

ACTION: Motion passed with two abstentions; Jaimie Lorenzini and Karen Buehrig

2023 Regional Transportation Plan – Schedule, Engagement and Call for Projects (Kim Ellis, Metro/ Tara O'Brien, TriMet/ Chris Ford, ODOT) The presentation began with an update on the schedule and planned engagement activities to support development of the 2023 Regional Transportation Plan (RTP). A key step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland to support regional goals for equity, safety, climate, mobility and a thriving economy.

The project timeline and schedule of planned engagement, and Metro Council and Regional Advisory Committees' discussions and actions for the 2023 RTP was shared. Two additional documents mentioned in the presentation were noted to be sent to the committee following this meeting: the Draft RTP project list cost targets for capital projects, and Draft Local Agency Revenue Estimates for Capital Needs for 2024 to 2045.

Comments from the committee:

- Lewis Lem asked what the goal of VMT reduction targets were by what year. Lake McTighe provided this answer in chat: Target: Achieve reductions required by OAR 660 Division 44 (GHG Reduction Rule): 20% by 2035, 25% by 2040, 30% by 2045 and 35% by 2050.
<https://www.oregonmetro.gov/sites/default/files/2022/11/02/Regional-mobility-policy-fact-sheet-Fall-2022.pdf>
- Karen Buehrig asked for clarification on where in the schedule the regional mobility policy is. It was previously noted this was being tested as part of the RTP, and would be reported on with discussion for improvement, with results of this pertaining to the policy. VMT reduction element was previously reported to be shared by subareas in the region. It was suggested to start seeing some of these results. It was asked to share information on the RMPP project with the travel model and how this was being influenced with the data.

Ms. Ellis noted the RMP has multiple discussion points planned. In March the policy draft will be presented. Work is starting on the needs assessment analysis where the regional mobility policy will be evaluated. Speed target evaluations coming to TPAC soon. The system analysis will be provided once the project lists are known, including VMT data. ODOT is bringing the RMPP into the RTP. Metro is working with them on revenue forecasts and data analysis.

- Eric Hesse agreed that more clarification around the RMP would be helpful. For the TPAC May meeting and workshop meeting was it anticipated more of an update on the RMP and system analysis was planned? The May 24 date in the timeline for project sponsors to submit letters of endorsement from governing bodies and final project list changes/information due in the Project Hub seems tight, given agencies and jurisdictions need time to prepare their documents for councils and commissions. It was noted the June 2 date JPACT recommendation to releasing the public draft might be tweaked. The timeline for further discussions around Chapter 8 was also suggested.

Ms. Ellis noted the focus of the process currently is moving the project draft list forward, and prepare for public review with this list starting in July. As the full RPT draft will be released for review it is being prepared by sections, including the policy chapter. Other chapters planned were reviewed by Ms. Ellis. Chapter 8 is the implementation of projects planned from adoption in 2023 to the next RTP update.

- Chris Deffebach agreed on concern with the May 16 deadline for gaining their board recommendation. It was asked if economy was left off the system analysis. Ms. Ellis noted it was included as part of the 5 goals in the transportation analysis. It was asked if early results could be shared or available for review. Ms. Ellis noted that in late April/early May advance information will be shared prior to the TPAC May meetings. Evaluation using the travel model takes time but is important for full data be included for results.

It was noted the concern of a quick turnaround providing comments by the May 24 deadline. How would change requests be handled? Ms. Ellis noted the system analysis changes are not being done immediately. It was asked when information or input on Chapter 8 was needed, as this is hard to do in advance of performance results. Ms. Ellis noted there is no deadline but input is welcome.

It was noted the work on the RMMP reached was good, but much work remains. It was asked how or where the climate strategy fits in with the RTP process and timeline. Regarding the project priorities list that is being developed, what is hoped to get from this? It was noted tolling prices, if included in the RTP, will be difficult to include if not known in advance. Ms. Ellis noted the Climate Strategy work is being done now, and is part of the RTP charged with monitoring results to reach targets. The direction of investments in the RTP will allow us to start laying out plans and identify gaps, included with evaluation of project lists for analysis.

- Lewis Lem asked regarding the system analysis if it would show impacts of tolling and pricing or are we saying we don't have enough information yet. Ms. Ellis noted pricing will be included on I-205, and Metro is still working with ODOT on the pricing with the RMPP.
- Mike McCarthy agreed with concerns about tolling not being included in the modeling and premature for this process with planning. Concern on where the direction of the RTP is going was noted. Concern was noted on the goals of greenhouse gas emission reduction related to VMT with home-based and commute trips. It was felt consequences from these strategies will push us backwards on reaching goals of reducing GHG. While downtown travel may be reduced, travel into suburban areas are increasing and not being measured or included in modeling or data.

Ms. Ellis note the VMT is what we are required to look at for a performance measurement and target. Travel options with the data are being included as well as housing affordability in the region. The performance evaluations will tell us if we are moving in the right direction and what our policy makers have directed us with investments. Mr. McCarthy added that even with increased bike and walking for travel options the performance targets are not being met.

Additional comments and links were shared from Eliot Rose in chat:

We will be diving into how our GHG targets work and why they focus on VMT in much more depth in the upcoming workshop on 2/15.

The "spaghetti chart" on p. 29 of the draft Needs Assessment, which we shared with TPAC in Summer 2022, shows the proportion of commutes between counties within and surrounding the Metro area. According to the chart, there are a fair number of people who commute into/out of the region, but the vast majority of commute trips occur within/between Multnomah, Washington, and Clackamas Counties.

<https://www.oregonmetro.gov/sites/default/files/2023/01/12/2023-RTP-Needs-Assessment-memo-nov-2022.pdf>

Tara O'Brien presented information on 2023 RTP TriMet projects. Types of TriMet projects were described as Capital Projects such as HCT, Zero emission bus projects or fleet, Operations, transit service costs, Maintenance and Asset Management and Region-wide capital and operations buckets. TriMet's constrained revenue forecast and constrained cost targets was presented.

RTP constrained capital projects include:

- High Capacity Transit (HCT) projects
 - 82nd Ave, TV Highway, Montgomery Park Streetcar, Better Red
 - HCT Portland to Vancouver now part of IBR, not on TriMet list
- ETC Transit priority corridors and bucket for improvements (Total of \$27.5M through 2030)
 - Bucket of funds to be programmed later
 - Existing ETC corridors that are not Tier 1 HCT and outside Central City
- Project Development for future HCT
 - SW Corridor (\$2M short term, more long term, still not enough)
 - Steel Bridge Transit Bottleneck/MAX Tunnel (after 2031)
 - Project Development for up to 3 future corridors (after 2031)
- Bus Facilities and Zero Emission Bus projects
 - Columbia – design and construction
 - Merlo (Phase 1 in short term, Phase 2 after 2030)
 - Powell (Phase 1 in short term, Phase 2 after 2030)
 - Center (after 2031)
- Fleet replacement (MAX, bus, LIFT)
- Federal earmark and grant projects
 - Beaverton Transit Center, Willamette Shore Line, MAX Blue Line Station Rehabilitation, Oregon City Transit Center
- \$2-5M buckets of capital projects:
 - Transit centers and layovers (NEW)
 - Transit Oriented Development (NEW)
 - Bus stop and access to transit improvements
 - Park and Ride, Bike and Ride improvements

TriMet strategic projects (through 2045) and operations projects were described. It was noted that other transit projects are listed with others, and project lists could change with Investment strategy for future HCT corridors, Better Bus Plan beginning Spring 2023, RMPP Public Transportation Strategy, and Future studies.

Comments from the committee:

- Karen Buehrig asked to confirm that within the Federal earmark/grant bucket for constrained near-term list, the Park Avenue garage was included. Ms. O'Brien confirmed this.
- Eric Hesse appreciated the work pulling all this together for TriMet and coordination with Metro for the RTP update.

Chris Ford presenting information on the ODOT 2023 RTP Project List. RTP project types were defined as capital projects, corridor wide projects, and region wide projects. Each of the categories were shown by project location on maps with project development in their timeline.

Comments from the committee:

- Karen Buehrig understood how the challenges with RMPP are handled with the RTP process. It was suggested that if the RMPP was in the RTP the models should reflect how travel due to the

RMPP, and noted for near-term and long-term. It is important for us to articulate the different projects in the RTP and how tolling reflects in the functions with the model. It was noted less concern about the expense of revenue but more concern on how the tolling impacts the system. Mr. Ford noted the intent of including this information in the model. The RMPP is now going through the NEPA analysis process of the project, and the modeling for the RTP. Final decisions will be more known following the NEPA process.

- Chris Deffebach noted concern with the RTP and NEPA showing possible different results in modeling due to methodology and timelines different, but good to have the effects shown on the system. With projected revenue from RMPP a long way out yet, when would this information be brought in? Later amendments? And how would this be reflected regionally? Mr. Ford noted the challenge with the timeline process for modeling with NEPA and RTP. All the details haven't been worked out yet. The approach of working with what we know currently and continuing the dialogue as more become known is best.
- Eric Hesse asked what the 4 operational project elements were involving strategic and constrained. Mr. Ford defined the projects (I-5 freight operational improvements, I-405 operational improvements, US 26 operational improvements, and I-84 operational improvements) with project descriptions.
- Mike McCarthy expressed concern over the loss of project when money may disappear and suggested a placeholder to account for projects under construction. Ms. Ellis noted these listed on the project list are for that reason, with ODOT required to follow with specific rules and guidance.
- Eric Hesse asked for clarification on grant funds coming in now and how they would be programmed regarding RFFA cycles, future or committed project target years. Vice Chair Leybold noted where the costs are placed. Lake McTighe added that a short memo on these questions were being posted on the hub webpage with additional information.

Committee comments on creating a safe space at TPAC (Vice Chair Leybold) – none received

Adjournment

There being no further business, meeting was adjourned by Vice Chair Leybold at 11:23 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 3, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/3/2023	2/3/2023 TPAC Agenda	020323T-01
2	2023 TPAC Work Program	1/27/2023	2023 TPAC Work Program as of 1/27/2023	020323T-02
3	Memo	1/23/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during late December 2022 through late January 2023)	020323T-03
4	Memo	1/16/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Metro FFY 2023 Annual Obligation Targets Summary	020323T-04
5	Letter with Attachment	1/25/2023	TO: Director Brenda Bateman Department of Land Conservation and Development From: Margi Bradway, Deputy Director, Planning, Research, and Development RE: Metro Proposal for Alternative Dates on CFEC rules	020323T-05
6	Draft Minutes	1/6/2023	Draft minutes from Jan. 6, 2023 TPAC meeting	020323T-06
7	RESOLUTION NO. 23-5315	N/A	Resolution 23-5315 FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ENSURE PREVIOUSLY APPROVED FUNDING IS AVAILABLE TO SUPPORT PLANNING ACTIVITIES IN THE SFY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)	020323T-07
8	Exhibit A to Resolution 23-5315	N/A	Exhibit A to Resolution 23-5315	020323T-08
9	Staff Report to Resolution 23-5315	1/25/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February FFY 2023 MTIP Formal Amendment & Resolution 23-5315 Approval Request	020323T-09
10	Memo	1/27/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan – Phase 4 Schedule, Engagement and the Call for Projects	020323T-10
11	Attachment 1	1/19/2023	Attachment 1: 2023 RTP Project Timeline and Schedule for 2023	020323T-11
12	Attachment 2	1/23/2023	Attachment 2. 2023 RTP Phase Four Public Engagement	020323T-12
13	Handout	2/2/2023	Draft Project List Cost Targets for agencies and jurisdictions for the call for projects	020323T-13
14	Handout	2/2/2023	Draft Local Agency Revenue Estimates for Capital Needs for 2024 to 2045	020323T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Handout	N/A	TriMet 2023 RTP Project List.	020323T-15
16	Slide	2/3/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	020323T-16
17	Presentation	2/3/2023	February 2023 Formal MTIP Amendment Resolution 23-5315	020323T-17
18	Presentation	2/3/2023	2023 Regional Transportation Plan Phase 4 Schedule, Call for Projects and Engagement	020323T-18
19	Presentation	2/3/2023	2023 RTP TriMet projects briefing	020323T-19
20	Presentation	2/3/2023	ODOT 2023 RTP Project List	020323T-20

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 23-5319
2021-24 MTIP TO RE-SCOPE THE)	
OR8/CANYON RD PROJECT TO REFLECT)	Introduced by: Chief Operating Officer
ONLY THE BEAVERTON PEDESTRIAN)	Marissa Madrigal in concurrence with
ENHANCEMENT PORTION ALLOWING IT TO)	Council President Lynn Peterson
MEET FEDERAL DELIVERY REQUIREMENTS)	

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

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

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

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

WHEREAS, the integration of Beaverton's Canyon Road Pedestrian Enhancements project into other ODOT OR8 operational safety upgrade projects will not be feasible; and

WHEREAS, the change of scoping to the OR8/Canyon Rd upgrades project to remove the ODOT portion will eliminate future delivery conflicts with the ODOT OR8 operational safety upgrade projects; and

WHEREAS, project Key 18758 will now reflect only the Beaverton planned pedestrian enhancements scope elements between SW 117th Ave & SW Lloyd St; and

WHEREAS, the re-scoping action has occurred under the review and approval of ODOT, city of Beaverton, and Metro; and

WHEREAS, the revised project scope will also include \$325,948 of Metro approved federal HIP Exchange funds plus local match to support the project; and

WHEREAS, on March 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend Beaverton's Canyon Road Pedestrian Enhancements project in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

2021-2024 Metropolitan Transportation Improvement Program Exhibit A to Resolution 23-5319				
March FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MR23-07-MAR Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave– SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

Added Amendment Notes:

The complexity of separating the Beaverton pedestrian portion from the ODOT Street improvement project results in continue discussions over the appropriate name, description, and funding composition for the project. Through the public comment process, additional tweaks and adjustments to the project name, description, and funding composition may still occur. The final version will proceed to Metro Council with no further changes then occurring.

Proposed Amendment Review and Approval Steps:

- Tuesday, February 28, 2023: Post amendment & begin 30-day notification/comment period
- Friday, March 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, March 16, 2023: JPACT meeting
- Wednesday, March 29, 2023: End 30-day Public Comment period
- Thursday, April 6, 2023: Metro Council meeting
- Wednesday, April 13, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid to late May 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

March 2023 Formal Amendment for FFY 2023 - Amendment Number MR23-07-MAR

Summary Reason for Change: The project is being re-scoped closer to Beaverton's RFFA award Canyon Rd pedestrian enhancement project



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

**MTIP Formal Amendment
SCOPE CHANGE**
Re-scope project to reflect
Beaverton Canyon Rd Ped project

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	18758
Project Name: OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements	1	Fiscal Constraint Cat:	SM&O	MTIP ID:	70757
		ODOT Type	Operations	Status:	4
		Performance Goal:	Safety	Comp Date:	12/31/2028
		Capacity Enhancing:	No	RTP ID:	11440
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:		TCM:	No
		30 Day Notice End:		TSMO Award	No
		Funding Source	Metro ODOT	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	OR8	RFFA Cycle:	2016-2018
		Mile Post Begin:	3.22 3.15	UPWP:	No
		Mile Post End:	4.07 3.90	UPWP Cycle:	N/A
		Length:	0.85 0.75	Past Amend:	7
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	
		1st Year Program'd:	2015	OTC Approval:	No
		Years Active:	9	OTC Date	N/A
		STIP Amend #: 21-24-3109		MTIP Amnd #: MR23-07-MAR	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).					
Short Description: Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.					

Detailed Description:

~~Improve the safety and signal operation to provide streetscape improvements that improve the connectivity between the Creekside District and Old Town, and to improve access to transit users of OR8 (canyon Rd) in the Beaverton Regional Center Project Funding~~

Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)

STIP Description: Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW 117th Ave and SW Lloyd St. Improve signal safety and access for pedestrians including streetscape enhancements.

Last Amendment of Modification: Administrative - AM22-07-DEC1 - December 2022 - Slip Construction phase with \$1,974,955 of STB-U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP (Metro)	Z230	2015		\$ 1,111,396				\$ -
STP (Metro)	Z230	2015		\$ 1,577,190				\$ 1,577,190
State STP	H240	2015		\$ 32,882				\$ 32,882
Equity B	LZ2E LZ20	2015		\$ 50,344				\$ 50,344
NHS (Min Guarantee)	Q760	2015		\$ 25,452				\$ 25,452
Redistribution	M040 M03E	2015		\$ 125,876				\$ 125,876
ADVCON	ACP0	2015		\$ 325,948				\$ 325,948
STP (Metro)	ZS30	2020			\$ 448,650			\$ -
State STBG	ZS30	2020			\$ 1,139,571			\$ -
HSIP	ZS30	2020			\$ 225,133			\$ 225,133
STP (Metro)	Z230	2023					\$ 1,974,955	
STBG-U	Z230	2024					\$ 1,957,810	\$ 1,957,810
State STBG	Z240	2023					\$ 1,615,497	\$ -
State STBG	Z240	2024					\$ 548,244	\$ 548,244
								\$ -
Note: ADVCON =Metro HIP Fund Exchange awarded funding to the project.							Federal Totals:	\$ 4,868,879

State Funds									
State (STP)	Match	2015		\$	3,764			\$	3,764
State (Equity)	Match	2015		\$	5,762			\$	5,762
State (NHS)	Match	2015		\$	2,913			\$	2,913
State (Redist)	Match	2015		\$	14,407			\$	14,407
State (STBG)	Match	2020				\$ 130,429		\$	-
State (HSIP)	Match	2020				\$ 25,767		\$	25,767
State	S010	2020				\$ 30,000		\$	30,000
State (STBG)	Match	2023					\$ 184,901	\$	-
State STBG	Match	2024					\$ 62,749	\$	62,749
								\$	-
State Total:								\$	145,362
Local Funds									
Local (STP-U)	Match	2015		\$ 127,204				\$	-
Local (STP-U)	Match	2015		\$	180,516			\$	180,516
Local (AC)	Match	2015		\$	37,306				
Local (STP-U)	Match	2020				\$ 51,350		\$	-
Local (STP-U)	Match	2023					\$ 226,042	\$	-
Local (STBG-U)	Match	2024					\$ 224,080	\$	224,080
Other	OTH0	2023					\$ 3,900,000	\$	-
Other	OTH0	2024					\$ 19,107	\$	19,107
								\$	-
Local Total								\$	423,703
Phase Totals Before Amend:			\$	-	\$ 1,500,000	\$ 1,770,000	\$	-	\$ 7,901,395
Phase Totals After Amend:			\$	-	\$ 2,382,360	\$ 280,900	\$	-	\$ 2,811,990
Total Project Cost Estimate (all phases):								\$	5,475,250
Year of Expenditure Cost Amount:								\$	5,475,250

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 882,360	\$ (1,489,100)	\$ -	\$ (5,089,405)	\$ (5,696,145)
Phase Change Percent:	0%	59%	-84%	0%	-64%	-51%
Revised Match Federal:	\$ -	\$ 244,668	\$ 25,767	\$ -	\$ 286,829	\$ 557,264
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ 2,382,360	\$ 280,900			Federal Aid ID
Federal Funds Obligated:		\$ 2,137,692	\$ 225,133			S029(027)
Initial Obligation Date:		8/31/2015	11/1/2019			Other Notes
EA Number:		PE002550	R9263000			
EA Start Date:		N/A	N/A			
EA End Date:		N/A	N/A			
Known Expenditures:		N/A	N/A			

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment completes a re-scoping action to become a pedestrian/safety enhancement project which is closer to the original Beaverton Canyon Rd project as awarded through the 2016-18 RFFA call. The prior ODOT intersection safety improvement piece is split off from Key 18758.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, Approved CMR, prior Metro funding award documentation, IGA 30667,

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project returns closer to the original RFFA award scope for Beaverton

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023.
2B	What is the funding source for the project? Metro RFFA Step 1 annual funding
2C	Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11440 - TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit
1B	RTP Project Description: Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and pedestrian facilities.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service. - Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle
2B	What is the Metro modeling designation? See below: <ul style="list-style-type: none"> - Motor Vehicle Network = Major Arterial - Transit Network = Light Rail Transit + Frequent Bus - Freight = Roadway Connectors - Bicycle = Bike Parkway + Regional Bicycle - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
ADVCON	Federal Advance Construction fund type code. ADVCON is a generic federal fund placeholder. The State DOT normally covers the expenditures using their own funds until the final federal fund code is known and can be applied to the project. ADVCON is also stated as "AC" or ACPO in the STIP. In this case, the origin of the AC funds are fund exchanged federal Highway Infrastructure Program (HIP) funds between ODOT and Metro. When the final federal conversion code is known, a technical correction will occur to identify the specific programmatic federal fund code for the project
Equity B	Older federal Equity Bonus Special funds that date back to SAFETEA-LU and reflect adjusted apportionments of federal funds to the state DOTs
HSIP	Federal Highway Safety Improvement Program funds appropriated to the State DOT and applied to eligible safety related type improvement projects
NHS Minimum Guarantee	A specialized federal fund type within the National Highway System (NHS) funding program that ensures that each State receives a specific share of the aggregate funding for major highway programs, with every State guaranteed at least a 90.5 percent return on its percentage share of contributions to the Highway Account of the HTF and that no State receives less than \$1 million annually.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Local or general state funds used above the required match to cover phase costs. Also referred to as "overmatch" funds for the project.
Redistribution	FHWA rescinds some funds from states that don't meet their annual obligation targets and redistributes them to other states as a bonus that don't meet their annual obligation targets. Redistribution funds reflect a portion of those funds Oregon received from other states by meeting Oregon's annual obligation targets
State	General state funds normally used by ODOT as the match to the required federal fund match requirement.
State STBG	Federal Surface Transportation Block Grant funds appropriated to the state DOT. The portion ODOT retains is subclassified as State STBG to differentiate it from STBG allocated to the MPOs.

STP, STP-U, or STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
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Statewide Transportation Improvement Program
Amendment Project Summary

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Key Number: 18758

2021-2024 STIP

Project Name: OR8: Canyon Rd pedestrian improvements

(DRAFT AMENDMENT PROJECT)

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	H240	STP STATE FLEXIBLE -		1.54%	36,645.50	89.73%	32,882.01	10.27%	3,763.49	0.00%	0.00
	LZ20	EQUITY BONUS-SPECIAL		2.36%	56,106.27	89.73%	50,344.16	10.27%	5,762.11	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT		1.84%	43,883.17	89.73%	39,376.37	10.27%	4,506.80	0.00%	0.00
	M040	FY15 REDISTRIBUTION OF FUNDS		4.05%	96,400.00	89.73%	86,499.72	10.27%	9,900.28	0.00%	0.00
	Q760	MINIMUM GUARANTEE -		1.19%	28,365.05	89.73%	25,451.96	10.27%	2,913.09	0.00%	0.00
	Z230	STP >200K		89.02%	2,120,960.01	89.73%	1,903,137.42	0.00%	0.00	10.27%	217,822.59
	PE Totals				100.00%	2,382,360.00		2,137,691.64		26,845.77	
RW	S010	STATE		10.68%	30,000.00	0.00%	0.00	100.00%	30,000.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		89.32%	250,900.00	89.73%	225,132.57	10.27%	25,767.43	0.00%	0.00
	RW Totals				100.00%	280,900.00		225,132.57		55,767.43	
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K		78.27%	2,200,997.00	89.73%	1,974,954.61	0.00%	0.00	10.27%	226,042.39
	Z240	SURFACE TRANSP BLOCK GRIS-FLEX		21.73%	610,993.00	89.73%	548,244.02	10.27%	62,748.98	0.00%	0.00
	CN Totals				100.00%	2,811,990.00		2,523,198.63		62,748.98	
Grand Totals					5,475,250.00		4,886,022.84		145,362.18		443,864.98

2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

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

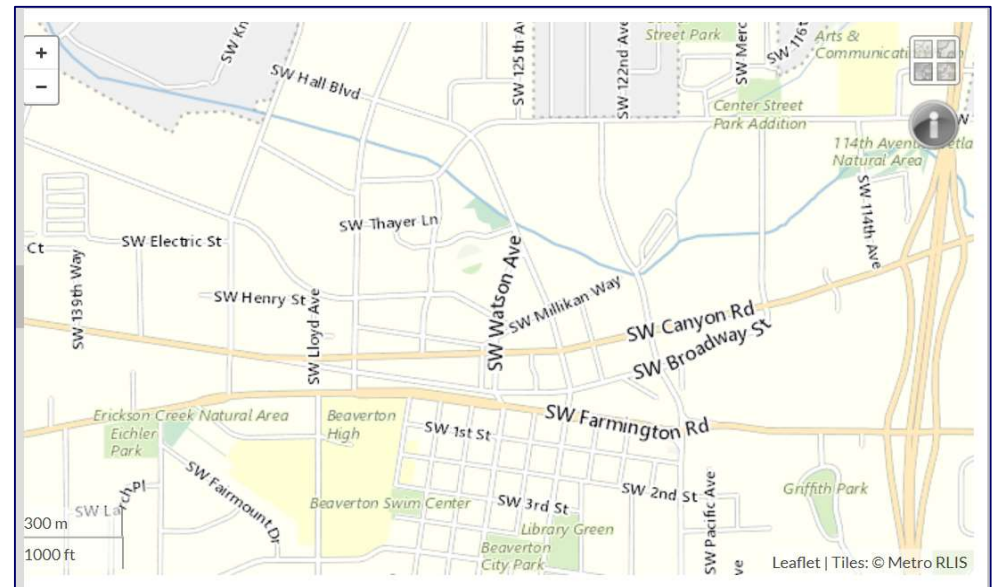
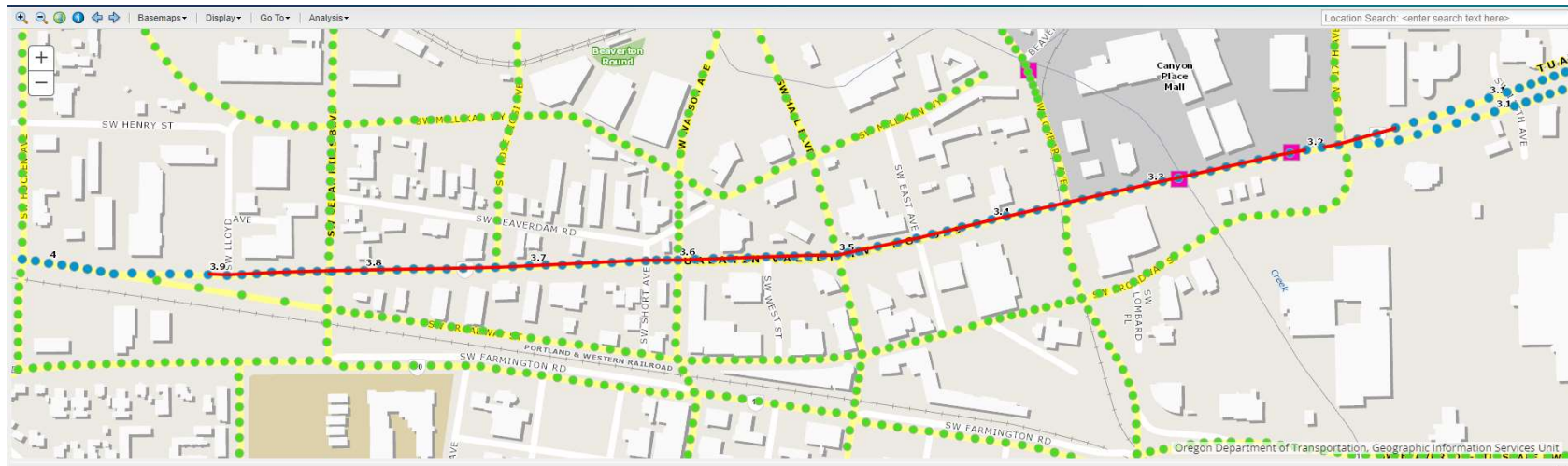
HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

K18758 OR8: SW Hocken Ave - SW Short St.

Proposed funding changes via CMR08 (CMR approved 1/9/23)

1/11/2023

CMR 08						STIP AMENDMENT			BOLD = funding being added				
Phase	Current STIP	Current FFY	Proposed STIP	Proposed FFY	Change	Existing Funding Commitment	Proposed Changes to Funding Commitment	Proposed New TIP Programming	Proposed STIP Programmin based on TIP				
PE	\$1,500,000.00	2015	\$2,382,360.00	N/C	\$882,360.00	\$261,400 ODOT FIX-IT funds \$1,238,600 Metro funds w/local match	(INCREASE BY \$882,360.) Add \$325,948 in new Metro HIP funding, Beaverton pays the \$37,306 match. (\$363,254) Add \$500,000 in Metro and match funds from RW Add \$19,106 in ODOT funds from RW	<ul style="list-style-type: none">• \$280,506 ODOT (\$261,400 + \$19,106) Fix-It Funds (need fund source and if federal, need fed/match break out)• \$1,560,046 U-STBG + \$178,554 match (Beaverton) (\$1,738,600 total)• \$325,948 HIP Exchange (fund type TBD) + \$37,306 match (Beaverton) (\$363,254 total)	Fix-it 2015 164,999.99 148,054.50/16,945.49 (\$) UrbSTB 2017 1,238,600 1,111,396/127,204 (L) Fix-it 2017 96,400 86,500/9,900 (S) Fix-it 2023 19,106 17,143.81/1,962.19 (S) UrbSTB 2023 500,000 448,650/51,350 (L) from RW HIP Exc 2023 363,254.01 325,947.82/37,306.19 (L)				
RW	\$1,800,000.00	2020	\$280,900.00	2024	-\$1,519,100.00	\$1,300,000 ODOT FIX-IT funds (\$30,000 obligated) \$500,000 Metro funds w/local match	(DECREASE BY \$1,519,100) Move \$500,000 in Metro funds to PE. Remaining Metro contribution = \$0. Move \$19,106 in ODOT funds to PE. Drop \$999,994 from ODOT funds to the Region FP as savings.	<ul style="list-style-type: none">• \$280,900 ODOT Fix-It Funds (need fund source and if federal, need fed/match break out)	Fix-it 2020 \$30,000 0/30,000 (\$) Fix-it 2023 \$250,900 225,132.57/25,767.43 (\$)				
CN	\$7,901,395.09	2023	\$2,811,989.00	2025	-\$5,089,406.09	\$1,800,398 ODOT FIX-IT funds \$2,200,997 Metro funds w/local match \$3,900,000 Beaverton funds	(DECREASE BY \$5,089,406) Keep \$2,200,997 in Metro funds. Drop \$1,189,405 in ODOT funds back to Region FP as savings. Remaining ODOT contribution = \$610,993. Drop \$3,900,00 in Beaverton funds back to Beaverton. Remaining Beaverton contribution = \$0 (not including overmatch on Metro funds)	<ul style="list-style-type: none">• \$1,974,954 U-STBG + \$226,042 match (Beaverton) (\$2,200,996 total)• \$610,993 ODOT funds (need fund source and if federal, need fed/match break out)	UrbSTB 2024 2,200,997 1,974,954.61/226,042.39 (L) Fix-it 2024 610,993 548,244.02/62,748.98 (\$)				
Total	\$11,201,395.09		\$5,475,249.00		-\$5,726,146.09	\$11,201,395	\$5,475,249		\$				5.



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 22, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is:

The March FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains one project. Key 18758 currently is a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect only the Beaverton pedestrian enhancement scope elements. The current MTIP programming is shown in the below table as the starting point to change the project.

Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home **admin** **RTP** **RFFA** **MTIP** **FUND**

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

ODOT Key: 18758 | MTIP ID: 70757
OR8: SW Hocken Ave - SW Short St - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2015		\$1,345,950	\$154,049	\$0	\$1,499,999	<input type="checkbox"/>
	2010	NHS	\$25,452	\$2,913	\$0	\$28,365	
	2015	STP	\$1,111,396	\$127,204	\$0	\$1,238,600	
	2014	State STP (M240)	\$32,882	\$3,763	\$0	\$36,645	
	2016	Equity B (LZ2E)	\$50,344	\$5,762	\$0	\$56,106	
	2015	Redistribution (Z030)	\$125,876	\$14,407	\$0	\$140,283	
Purchase right of way	2020		\$1,588,221	\$181,779	\$0	\$1,770,000	<input type="checkbox"/>
	2016	STP	\$448,650	\$51,350	\$0	\$500,000	
	2020	STBG - STATE	\$1,139,571	\$130,429	\$0	\$1,270,000	
Construction	2023		\$3,590,452	\$410,943	\$3,900,000	\$7,901,395	<input type="checkbox"/>
	2018	STP	\$1,974,955	\$226,042		\$2,200,997	
	2021	STBG - STATE	\$1,615,497	\$184,901	\$3,900,000	\$5,700,398	
Totals >>			\$6,524,623	\$746,771	\$3,900,000	\$11,171,394	

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

A summary of the project and amendment actions are shown on the next pages.

March FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR23-07-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 18758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	<u>SCOPE CHANGE:</u> Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

AMENDMET SUMMARY

Project #1 Key 18758	OR8: SW Hocken Ave – SW Short St OR8: Canyon Rd Pedestrian Enhancements (Scope Change) Lead Agency: ODOT
<u>Project Description:</u> Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 18758 • MTIP ID#: 70757 • RTP ID: 11440 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Support documents included • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval No. • Performance Measurements applicable: Yes – Safety • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made without issues: Yes 	
<u>Description of Changes</u> The scope change separates the Beaverton Canyon Road Pedestrian Enhancements from its previous assimilation within the larger series of ODOT OR8 operational safety upgrade projects. Due to delivery challenges, Beaverton's portion is separated out as a stand-alone project to avoid	

further conflicts with the OR8 operational safety upgrade projects. The scope and funding for Key 18758 now reflects the planned Canyon Road Pedestrian Enhancements as part of Beaverton's planned streetscape upgrades.

Project History:

As part of the 2016-18 Regional Flexible Fund Allocation, Beaverton's Canyon Road Safety and Streetscape Enhancement project received a federal \$3,535,000 award.

2016-18 RFFA project and program recommendations						
Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 th Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000

The RFFA award provided funding assistance for Beaverton's Phase 2 component that would support the engineering and construction of pedestrian safety enhancements in the area bounded by to SW 117th Avenue to the east and SW Hocken Avenue to the west. Project elements included:

- Improvement of six (6) existing intersections with high-visibility paint, paving and bulb-outs
- Addition of a signalized intersection at Rose Biggi Ave & Canyon Road
- Installation of a mid-block pedestrian refuge & beacon at East Ave & Canyon Road
- Installation of a bike lane on the south side of Canyon from Hocken to Broadway
- Installation of a sidewalk on the south side of Canyon Road from Hocken Ave to Broadway St, and from Broadway St to Cedar Hills Blvd
- Installation of stormwater quality treatment on Canyon Road from Cedar Hills Blvd to Broadway St, including utility reconstruction & drainage
- Reconstruction of a bridge structure over Beaverton Creek to widen a currently substandard sidewalk

Element	Cost Estimate
Construct curb/gutter, sidewalk & curb ramps & bike lane striping	\$138,000
Utility removal/reconstruction	\$102,000
Stormwater swales & drainage system	\$447,000
Bridge reconstruction	\$110,000
Traffic signal at Rose Biggi Avenue	\$450,000
Pedestrian refuge island & beacons	\$100,000
Crosswalk markings, concrete treatments & turn improvements	\$301,000
Project elements subtotal (rounded)	\$1,648,000
Survey, design, admin. & contingency (rounded)	\$1,877,000
Total (rounded)	\$3,525,000

The estimate total project cost at the time of the RFFA award was approximately \$3.9 million..

Around the same time, ODOT was developing their operational safety upgrade projects along OR8. These projects would provide various operational and safety upgrades for motorists and pedestrians along various locations of OR8. The projects included:

- Canyon Road Improvements: SW 110th Avenue to SW 192 Avenue



- OR 8 at River Road Safety Project
- OR 8 Safety Improvements at SE 44th/45th Avenue
- OR 8 Safety Improvements at OR 219

Since their appeared to be clear overlap between Beaverton Canyon Rd Streetscape enhancements project and the ODOT operational safety upgrade projects, Beaverton and ODOT agreed to merge the Canyon Rd project into their operational safety projects. The intent was to provide enhanced delivery abilities and better leverage project costs.

However, complications arose with the planned project merger concerning the available funding and scope elements. Unfortunately, the complications could not be resolved. This resulting in the current re-scoping amendment now occurring to separate Beaverton's Canyon Road pedestrian streetscape enhancement project from the ODOT operational safety upgrade projects.

Beaverton's Canyon Road Streetscape Project is designed to enhance the existing streetscape by creating a sense of place with trees, sidewalks, center medians and a new crosswalk. The new streetscape will increase pedestrian connectivity between the Creekside District and Old Town in Central Beaverton. It will also improve highway safety, signal operations, and access to transit on Canyon Road. ODOT will remain lead agency to delivery the project for Beaverton.



The proposed project elements include the following:

- Improve accessible sidewalk curb ramps.
- Add a crosswalk and a flashing beacon on Canyon Road at Rose Biggi Avenue. A flashing beacon is a pedestrian-activated flashing light at a marked crosswalk to help alert motorists that a pedestrian is crossing the street.
- Add a landscaped center median on Canyon Road between Short Street and Cedar Hills Boulevard.
- Upgrade the traffic signals and lighting in the project area.
- Rebuild driveways and evaluate business access within the project area for safety and compatibility with project design.
- The updated estimated total project cost is now \$5,475,250.

Funding in support of the revised project includes a combination of Metro RFFA, ODOT managed funds, a HIP Exchange Funding award from Metro, and local funds from Beaverton. The

Key 18758 – OR8/Canyon Road Pedestrian Enhancements Revised Funding Composition

Fund Type Code	Source	Federal	State (Match)	Local (Match/Overmatch)	Total
State STP	ODOT	\$581,126	\$66,513	\$0	\$647,639
Equity B	ODOT	\$50,344	\$5,762	\$0	\$56,106
NHS	ODOT	\$25,452	\$2,913	\$0	\$28,365
Redistribution	ODOT	\$125,876	\$14,407	\$0	\$140,283
HSIP	ODOT	\$225,133	\$25,767	\$0	\$250,900
State	ODOT	\$0	\$30,000	\$0	\$30,000
STBG-U	Metro	\$3,535,000	\$0	\$404,596	\$3,939,596

ADVCON (HIP Fund Exchange)	Metro	\$325,948	\$0	\$37,306	\$363,254
Other	Beaverton	\$0	\$0	\$19,107	\$19,107
Totals:		\$4,868,879	\$145,362	\$461,009	\$5,475,250

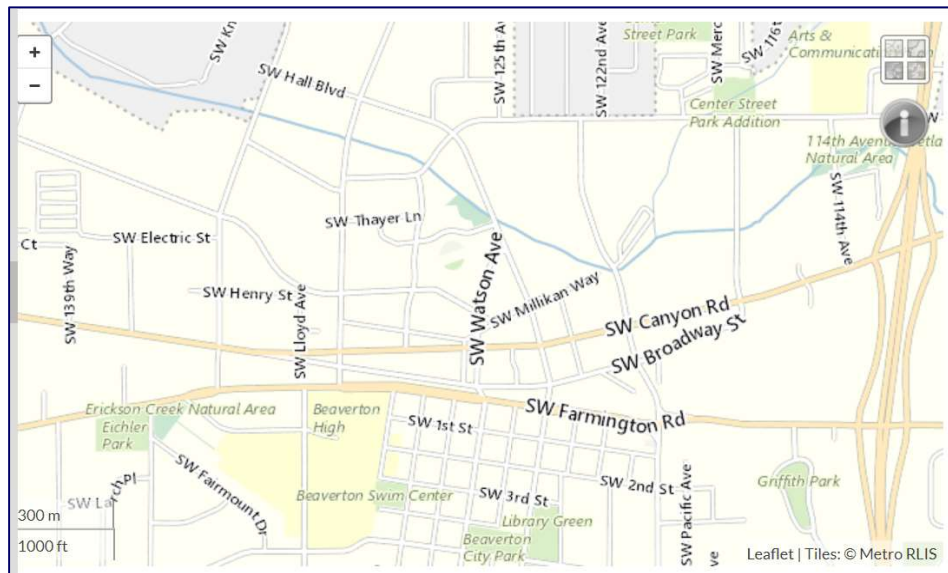
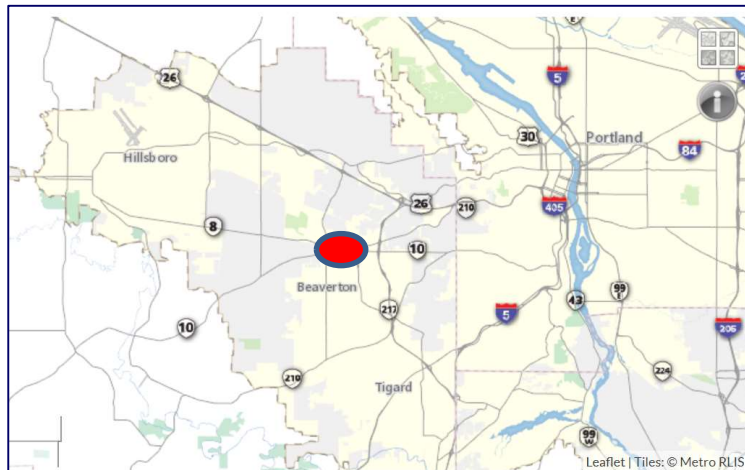
ODOT Contribution: \$1,153,293 (= 21.1%)

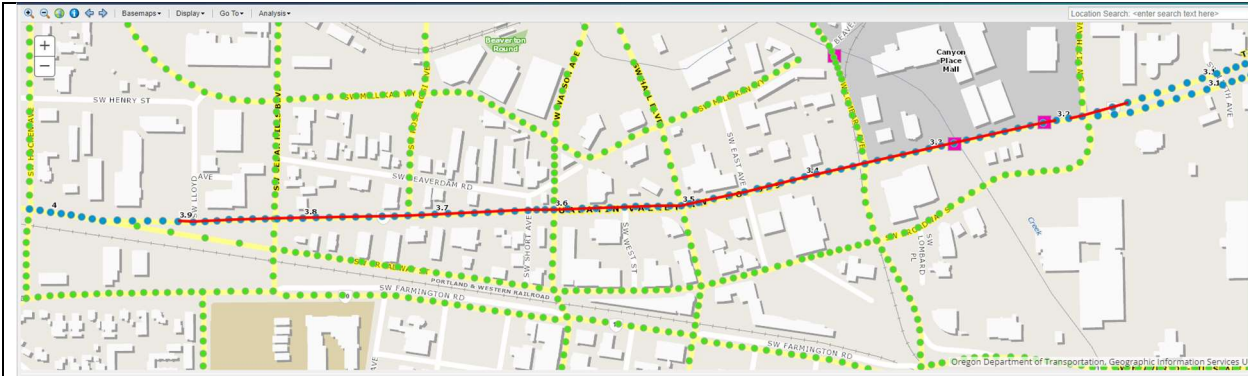
Metro Contribution: \$3,860,948 (= 70.5%)

Beaverton Contribution: \$461,009 (= 8.4%)

Support Item(s):

Project Location Map





Additional Support Items

HIP Fund Exchange Award Confirmation

- 3.2 Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts

Presenter(s): Ted Leybold (he/him), Metro
Ken Lobeck (he/him), Metro

Attachments: [Resolution 22-5302](#)
[Staff Report](#)

STAFF FUNDNG RECOMMENDATIONS

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

HIP Exchange Supplemental Federal Funding Recommendations					
Key	Lead Agency	Project Name	Project Description	Federal Funding Recommendation	Notes
Clackamas County					
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect residents with nearby schools, businesses, and transportation options. (2016-18 RFFA Award)	\$577,500	Add to the construction phase along with local match. Current cost estimate update indicates the construction phase is short by \$789,644.
Washington County					
19327	Tigard	Fanno Crk Trail: Woodward Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard. (2016-18 RFFA Award)	\$695,605	Add funds plus required match to the construction phase in FFY 2023. Latest cost update indicates construction phase is still short of funding.
Split from 18758	ODOT & Beaverton	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape elements focused on pedestrian safety and place making. (2016-18 RFFA Award)	\$325,948	Key 18758 is being split into two separate projects to avoid further delivery conflicts between ODOT's scope elements and Beaverton's.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2023 Formal MTIP amendment (MR23-07-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 24, 2023
• Initiate the required 30-day public notification process.....	February 28, 2023
• TPAC notification and approval recommendation.....	March 3, 2023
• JPACT approval and recommendation to Council.....	March 16, 2023
• Completion of public notification process.....	March 28, 2023
• Metro Council approval.....	April 6, 2023

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 12 ,2023
• USDOT clarification and final amendment approval.....	Mid to Late May 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. The Metro funds are prior awarded funds from the 2016-18 RFFA Step 2 project funding call and are separate from the Metro annual budget.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

No Attachments

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 24, 2023
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Draft 2032-24 Unified Planning Work Program (UPWP)

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A [link](#) to download the Draft 2023-24 UPWP was sent out to Federal and State reviewers (and TPAC members) on January 27. The required Federal and State consultation will be held (via Zoom) on March 6. All are welcome to attend. At the April 7 TPAC meeting, Metro staff will provide a revised (tracked-changes) UPWP document and will request a recommendation to JPACT. Staff will provide informational briefings to the Metro Council (tentative) and JPACT in April and then will seek adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 19. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

What kind of input is Metro seeking from TPAC on the Draft UPWP?

Staff is not asking TPAC to revisit past decisions to fund planning work on the projects in the UPWP. TPAC members can help improve the UPWP by identifying opportunities for projects to be better coordinated, ways to add clarity to project narratives, missing information in the project narratives and missing project narratives. For example, Washington County staff recently identified a narrative missing from the draft UPWP. See attached "Council Creek Regional Trail" project narrative that will be added to the revised document prior to TPAC action in April.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

Council Creek Regional Trail

Staff Contact: Julie Sosnovske, Washington County, julie_sosnovske@washingtoncountyor.gov

Description

The Council Creek Regional Trail (CCRT) project will develop a safer, car-free transportation alternative to Tualatin Valley Highway (TV Highway/OR 8). The project is being developed with regional partners including Washington County, the cities of Hillsboro, Cornelius and Forest Grove as well as Metro, TriMet, ODOT and Clean Water Services. The future trail will link the Hillsboro Hatfield Government Station Max stop (end of the line) with downtown Forest Grove, through the city of Cornelius and will become part of a greater network of trails planned from the Portland metropolitan region to the Oregon Coast.

The current project will build on the 2015 Council Creek Regional Trail Master Plan, identifying a project footprint and taking design plans to 30 percent. This includes preliminary design of a preferred trail cross-section, identifying environmental and right of way impacts, trailhead locations, surface design concept, lighting options, intersection design, landscaping, way finding and signage. It will also develop a corridor delivery and implementation strategy including permitting, construction, ownership and maintenance. The preliminary design phase is expected to be complete by the end of 2023. At that time, it will quickly move into final design since a federal RAISE (Rebuilding American Infrastructure for Sustainability and Equity) grant has been awarded for final design and project construction.

The communities in the project area have a higher percentage of BIPOC (Black, Indigenous, and People of Color), higher limited English proficiency (LEP) rate, and lower household income than Washington County and the Portland Metro Region as a whole. The community engagement plan has been informed by this demographic information.

In FY 2022-23 the Council Creek Regional Trail project team:

- Developed a vision statement, project goals and design objectives for the trail
- Conducted alternatives analysis and selected a preferred alignment for the trail within the right-of-way
- Began to develop options for trail cross-sections

In FY 2023-24 the Council Creek Regional Trail project will complete 30 percent design for the trail, including a project footprint and determination of key project needs such as whether a new bridge over Dairy Creek will be required or the existing bridge will be rehabilitated. In coordination with project partners, an implementation and management plan will be developed.

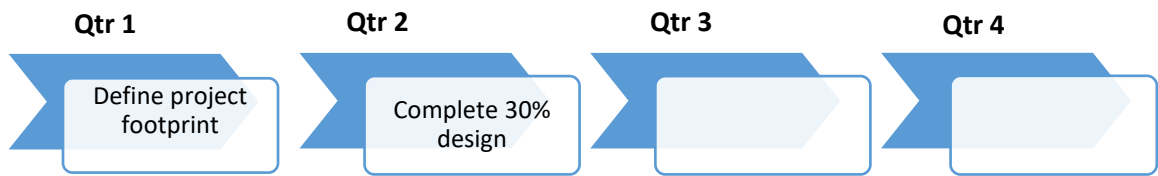
The CCRT project will meet all of Metro's 2018 RTP policy guidance, including Equity, Safety, Climate and Congestion goals by providing safer transportation access for non-motorized modes on a separated pathway instead of on TV Highway.

The preliminary design phase of the CCRT project is expected to be complete by the end of 2023. The project will quickly advance to the next phase, final design, in 2024. Please see

FY 2023-24 Unified Planning Work Program

<https://www.washingtoncountyor.gov/lut/planning/council-creek-regional-trail> or contact Washington County staff for more information about the project.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 1,354,950	Federal grant	\$ 1,345,950
Materials & Services	\$ 154,050	Local Match	\$ 154,050
TOTAL \$ 1,500,000		TOTAL \$ 1,500,000	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 24, 2023
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Kim Ellis, AICP, RTP Project Manager
Subject: 2023 Regional Transportation Plan – Draft Policies for TPAC Review

PURPOSE

This memo provides an overview of work underway to update the policy chapter (Chapter 3) of the Regional Transportation Plan (RTP) and next steps. This work will continue through June 2023.

ACTION REQUESTED

TPAC discussion and feedback on the draft policies provided in Attachment 1. Draft RTP policy maps are provided in Attachment 2 when available.

Questions for discussion:

- Do you have comments on the policies overall?
- Which policy areas should be the focus of discussion at the March 8 workshop?

Additional opportunities for TPAC and MTAC discussion are planned for March 8 (TPAC workshop), March 15 MTAC meeting) and April 19 (joint TPAC/MTAC workshop). Metro staff are preparing a draft Chapter 3 that will be available for TPAC review and discussion at these upcoming meetings.

BACKGROUND

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

Chapter 3 of the RTP defines a broad range of policies for transportation equity, safety, , climate, pricing, and mobility as well as a vision and supporting policies for each component of the regional transportation system – motor vehicle, transit, freight, bike and pedestrian, and for the design and management of the system.

RTP policies are informed by stakeholder and community input, research and technical analysis, and Federal and State regulations, and are a key element of the RTP performance-based planning and decision making framework shown in Figure 1.

Figure 1. RTP performance-based planning and decision-making framework



Regional policies guide the transportation agencies that design and manage roadways, transit and trails to meet the transportation needs and priorities of the region and inform transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as well as state and local partners.

POLICY UPDATES FOR THE 2023 REGIONAL TRANSPORTATION PLAN

RTP policies are reviewed as part of each update to the plan to determine whether new or updated policies are needed. The RTP work plan adopted by JPACT and the Metro Council in May 2022 identified several policy updates to be addressed as part of the 2023 RTP update, including development of new and updated policies relate to pricing, mobility, climate, and high capacity transit.

In addition, the work plan for the 2023 RTP update called for a specific review of these policies:

- **RTP Network Maps:** The RTP network maps identify planned regionally-significant transportation facilities and the plan's vision for design and each element of the transportation system.
- **Transportation equity policies:** Review and update RTP transportation equity policies and actions related to consideration of affordability and anti-displacement strategies in transportation planning and project development activities.
- **Regional freight policies:** Review and update RTP freight policies as needed to address growth in e-commerce and delivery services and recommendations identified through the [Regional Freight Delay and Commodities Movement Study](#).
- **Transportation System Management and Operations (TSMO) policies:** Review and update RTP TSMO policies to incorporate recommendations from the [2019 Regional Travel Options \(RTO\) needs assessment](#) and the [2021 TSMO Strategy](#).
- **Transportation Resilience policies:** Review and update resilience related policies to further address the federal resilience planning factor, incorporate the [Phase 1 Regional](#)

[Emergency Transportation Routes \(ETR\) update findings and recommendations](#) accepted by JPACT and the Metro Council in 2021 (including the updated routes), and consider green infrastructure policy recommendations identified when the 2018 RTP was adopted in 2018. This work will also incorporate the Phase 1 ETRs in Chapter 3 of the RTP to define a network for targeted resiliency mitigation/ management funding.

Since adoption of the work plan in May 2022, TPAC, MTAC, JPACT, MPAC, other stakeholders and the Metro Council have developed new and updated policies related to pricing, mobility, climate, and high capacity transit through regular meetings and workshops.

- **Draft pricing policies.** New pricing policies were developed through a four-step process from May through December 2022. The process included a review of existing relevant RTP policies, a review of findings and recommendations from the [Regional Congestion Pricing Study](#) and input from an expert review panel, development of draft pricing policies and actions, and recommendations for updates to other policies and Chapter 8 in the RTP. The consolidated elements resulting from this process can be found at: <https://www.oregonmetro.gov/sites/default/files/2023/02/24/Draft-2023-RTP-regional-pricing-policies-memo-Jan2023.pdf>
- **Draft high capacity transit strategy policies.** Updates to the existing RTP transit policies were shaped by extensive discussions by Metro technical and policy advisory committees, county coordinating committees, the Metro Council and a technical work group convened by Metro in support of the High Capacity Transit Strategy update. More information about this work can be found at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/transit>
- **Draft regional mobility policies.** The draft policies were developed from 2019-2022 through a joint effort of Metro and the Oregon Department of Transportation (ODOT). Developed significant input from local, regional and state practitioners, Metro technical and policy advisory committees, other stakeholders and the Metro Council, In November 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets during 2023 RTP system analysis. JPACT and the Metro Council also supported development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update. More information about this work can be found at: <https://www.oregonmetro.gov/sites/default/files/2023/02/24/Draft-2023-RTP-Regional-mobility-policy-overview-Jan2023.pdf> and on the project website at: <https://www.oregonmetro.gov/public-projects/regional-mobility-policy-update>

RTP network maps updates: In summer 2022, Metro staff worked with local, regional and state agencies to review and begin to update the planned regional design and functional classifications of transportation facilities identified on the RTP Chapter 3 network maps for each of these networks – motor vehicle, freight, transit, bicycle and pedestrian and transportation system management and operations (TSMO) – to align local, regional and state classifications. Additional updates to the network maps have been identified by jurisdictional staff during the Call for Projects and will be reflected in the maps.

Other policy updates: Since December 2022, Metro staff also completed a review of existing regional transportation policies as part of updating Chapter 3 of the Regional Transportation Plan. The review was conducted to:

- reconcile inconsistencies and/or duplication across policies;

- update existing policy language, especially related to equity, to provide clarity and be consistent with current best practices;
- provide a consistent level of detail across all policies; and
- address new and revised Oregon Transportation Planning Rule requirements¹ that apply to the RTP and local transportation system plans where appropriate.

NEXT STEPS

March-June 2023	Metro continues to work with technical advisory committees and Metro Council to develop the 2023 RTP Public Draft Plan, including discussion of the draft policies (Ch.3) at these meetings: <ul style="list-style-type: none">• March 8 TPAC Workshop• March 15 MTAC meeting• April 19 TPAC/MTAC workshop
July 10 to Aug. 25	45-day public comment period on the public review draft plan (and draft list of project priorities) with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP (and updated project and program priorities)

For more information about the update, visit oregonmetro.gov/rtp.

/Attachment

1. TPAC Review Draft: Draft Policies for the 2023 Regional Transportation Plan – 2/24/23
2. Draft 2023 RTP Policy Maps

¹ The Land Conservation and Development Commission amended the Oregon Transportation Planning Rule through the Climate Friendly Communities (CFEC) rulemaking process in 2022.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan (RTP) Policies

February 24, 2023

This document includes the adopted 2018 Regional Transportation Plan (RTP) policies, proposed changes to those policies, and new draft policies related to mobility, pricing, and high capacity transit that are proposed for inclusion in Chapter 3 of the 2023 RTP. Chapter 3 provides additional information on each policy included in this document, including background information and an explanatory narrative of each policy. Additionally, policies that did not originate from a separate, stand-alone plan (such as the equity, mobility and pricing policies) may include a list of implementing actions. Policies that originate from a separate plan or strategy (such as the safety, climate smart and freight policies) do not include implementing actions in Chapter 3, as the implementing actions are captured in the original plan.

Metro staff completed a review of existing and new draft regional transportation policies as part of updating Chapter 3 of the RTP. The review was conducted to:

- reconcile inconsistencies and/or duplication across policies;
- update existing policy language, especially related to equity, to provide clarity and be consistent with current best practices;
- provide a consistent level of detail across all policies;
- address new and revised Oregon Transportation Planning Rule requirements¹ that apply to the RTP where appropriate.

Proposed changes are shown in blue underscore and ~~blue strikethrough~~.

¹ The Land Conservation and Development Commission amended the Oregon Transportation Planning Rule through the Climate Friendly Communities (CFEC) rulemaking process in 2022.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Regional Transportation Equity Policies

The RTP team consulted with staff in Metro's Diversity, Equity and Inclusion department to review the Equity policies and develop suggested revisions, as directed by the 2023 RTP work plan.

- Policy 1 Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to achieve equitable outcomes by assessing comprehensively consider the benefits and impacts of transportation and eliminating eliminate disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income.

- Policy 2 Ensure investments in the transportation system support community stability by anticipating anticipate and minimize minimizing the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income.

- Policy 3 Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low income.

- Policy 4 Use inclusive decision-making processes that provide meaningful engage opportunities for communities of color, people with low income and other historically marginalized communities to engage and participate in the development and implementation of transportation plans, projects and programs.

- Policy 5 Use engagement and other methods to Collect and assess qualitative and quantitative data to understand the transportation-related disparities, barriers, needs and priorities of communities of color, people with low income and other historically marginalized communities.

- Policy 6 Evaluate transportation plans, policies, programs and investments to understand how they address transportation-related disparities and barriers experienced by communities of color, people with low income and other historically marginalized communities and the extent disparities are being eliminated.

- Policy 7 Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system. Create living-wage career pathways for people of color and women into the construction industry and support the growth and participation of women and people of color owned firms on capital projects throughout the transportation system.

Policy map: Equity Focus Areas

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Regional Safety and Security Policies

No changes to the policies in this section are proposed.

- | | |
|----------|--|
| Policy 1 | Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero. |
| Policy 2 | Prioritize safety investments, education and equitable enforcement on high injury and high risk corridors and intersections, with a focus on reducing speeds and speeding. |
| Policy 3 | Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults. |
| Policy 4 | Increase safety for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds. |
| Policy 5 | Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program. |
| Policy 6 | Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making. |
| Policy 7 | Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects. |
| Policy 8 | Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling and taking transit. |
| Policy 9 | Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis. |

Policy map: High Injury Corridors and Intersections

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Climate Smart Strategy Policies

These policies are focused on climate mitigation. Three policies were edited to reflect the top three climate smart strategy priorities identified by JPACT and the Metro Council during a joint workshop in November 2022. The TSMO parking management policy was deleted to avoid duplication with Climate Policy 7. The parking policy language from the TSMO policy was used to replace the Climate Smart parking policy consistent with new Climate-Friendly and Equitable Communities (CFEC) rules. Additional work is needed to draft climate resilience related policies.

- Policy 1 Implement adopted local and regional land use plans [and strategies to reduce vehicle miles traveled per capita to meet regional targets.](#)
- Policy 2 [Prioritize transportation investments that](#) make transit convenient, frequent, accessible and affordable [to significantly increase transit ridership.](#)
- Policy 3 [Prioritize transportation investments that](#) make biking and walking safe and convenient [to significantly increase walking and bicycling mode shares.](#)
- Policy 4 Make streets and highways safe, [efficient](#), reliable and connected.
- Policy 5 [Prioritize](#) use [of](#) technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies.
- Policy 6 Provide information and [financial](#) incentives to expand the use of travel options.
- Policy 7 ~~Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking.~~ [Manage parking in mixed-use centers and corridors that are served by frequent transit service and good biking and walking connections to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking, walking and use of transit, reduce vehicle miles traveled and generate revenue.](#)
- Policy 8 Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.
- Policy 9 Secure adequate funding for transportation investments that support the RTP climate ~~leadership goal and objectives~~ [implementation of the climate smart strategy.](#)

Policy map: Regional Emergency Transportation Routes

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Draft Regional Mobility Policies (New)

The new draft mobility policies were developed through an extensive three-year process with significant input from local, regional and state practitioners, Metro technical and policy advisory committees, other stakeholders and the Metro Council. The new policies were accepted by JPACT and the Metro Council in December 2022. Further discussion of the mobility performance measures and targets is recommended following completion of the RTP system analysis in April 2022.

- [Policy 1 Ensure that land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.](#)
- [Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.](#)
- [Policy 3 Create a reliable transportation system that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.](#)
- [Policy 4 Prioritize the safety and comfort of travelers by all modes when planning and implementing mobility solutions.](#)
- [Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color \(BIPOC\) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable and convenient travel choices that connect to key destinations.](#)
- [Policy 6 Use mobility performance measures and targets for system planning and evaluating the impacts of plan amendments including Vehicle Miles Travelled \(VMT\) per capita for home-based trips and VMT/employee for commute trips to/from work, system completeness for all modes, and travel speed reliability on the throughways.](#)

Policy map: No policy map

Draft Regional Pricing Policies (New)

The draft regional pricing policies reflect significant discussion and input from Metro technical and policy advisory committees and the Metro Council from January to Oct. 2022. A memo documenting the Sept.-Oct. 2022 feedback and policies reflected below is available on the project website.

- [Policy 1 Improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options through congestion management, investments in transit, bike, and pedestrian improvements, and transportation demand management programs.](#)
- [Policy 2. Center equity and affordability into pricing programs and projects from the outset.](#)

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

- [Policy 3](#) [Address traffic safety and the safety of users of all modes, both on the priced system and in areas affected by diversion.](#)
- [Policy 4](#) [Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project.](#)
- [Policy 5](#) [Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.](#)
- [Policy 6](#) [Coordinate technologies and pricing programs and projects to make pricing a low-barrier, seamless experience for everyone who uses the transportation system and to reduce administrative burdens.](#)

Policy map: No policy map

Regional Design and Placemaking Policies

The policies below are not new. Staff have reformatted existing policy language from the 2018 RTP and 2019 Metro Designing Livable Streets and Trails Guide into standard policy format used for other RTP policies.

- [Policy 1](#) [Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept.](#)
- [Policy 2](#) [Design a well-connected transportation system that serves all modes of travel.](#)
- [Policy 3](#) [Use regional street design classifications to guide development of streets that balance the needs of all users and functions of streets according to planned land use and desired outcomes.](#)
- [Policy 4](#) [Use transportation network and street design to help achieve regional goals and desired outcomes, including environmental and human health, climate action and resilience, a safe system, equitable transportation, mobility options, vibrant communities, and a thriving economy.](#)
- [Policy 5](#) [Avoid, minimize and mitigate environmental impacts of the transportation system using Green Infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches to the extent practicable.](#)
- [Policy 6](#) [Use a performance-based approach and decision-making framework to plan and design transportation projects and networks.](#)

Policy map: Regional Design Classification Map (note: updates to map are underway, consistent with changes made to the Motor Vehicle classifications; design classifications correspond to land use and motor vehicle functional classifications)

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Regional Motor Vehicle Network Policies

Three policies are removed because they are addressed by policies in the Safety and Design policy sections. Three policies are updated to reflect new policy direction in the pricing policies developed with significant input from Metro technical and policy advisory committees and the Metro Council and new requirements related to motor vehicle capacity in Oregon Transportation Planning Rule (OAR 660-012-0830).

- | | |
|------------------------|--|
| Policy 1 | Preserve and maintain the region's motor vehicle network system in a manner that improves safety, security and resiliency while minimizing life cycle cost and impact on the environment. |
| Policy 2 | Use the Congestion Management Process, Regional Mobility Policy, safety and bike and pedestrian network completion data to identify motor vehicle network deficiencies. |
| Policy 3 | Actively manage and optimize capacity on the region's throughway network for longer, regional, statewide and interstate travel. |
| Policy 4 | Actively manage and optimize arterials according to their planned functions to improve reliability and safety and maintain mobility and accessibility for all modes of travel. |
| Policy 5 | Strategically expand the region's throughway network up to six travel lanes, plus <u>and</u> auxiliary lanes <u>where appropriate</u> between interchanges, to maintain mobility and accessibility and improve reliability for regional, statewide and interstate travel. |
| Policy 6 | In combination with increased transit service, consider <u>If new capacity is being added, evaluate</u> use of value pricing <u>and increased transit service in conjunction with the new capacity</u> to manage <u>traffic</u> congestion and <u>reduce VMT per capita and raise revenue when one or more lanes are being added to throughways.</u> |
| Policy 7* ² | Complete a well-connected network of arterial streets ideally spaced at approximately 1-mile apart and planned for up to four travel lanes to maintain transit and freight mobility and accessibility and prioritize safe pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches. |
| Policy 8 | Complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities. |
| Policy 9 | Minimize environmental impacts of new or improved facilities using Green Street infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches to the extent practicable. |
| Policy 10 | Address safety needs on the motor vehicle network through coordinated implementation of cost-effective crash reduction engineering measures, education, and enforcement. |

² *Note for Policy 7: The number of through lanes may vary based on right-of-way constraints or other factors. Some places in the region may require additional lanes due to a lack of network connectivity. Major and minor arterial streets can either be 2 or 4 lanes with turn lanes as appropriate.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

~~Policy 11 Incorporate complete street designs for safe and convenient pedestrian and bicycle access for regional and local roadways.~~

~~Policy 12 9 Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, and congestion pricing, and transit service and multimodal connectivity improvements cannot meet regional mobility, safety, climate, and equity policies consistent with OAR 660-012-0830 adequately address throughway deficiencies and bottlenecks.~~

Policy map: Regional Motor Vehicle Network Map

Regional Freight Network Policies

One new policy has been added to address findings from the Regional Freight Delay and Commodities Movement Study. The new policy is focused on addressing the continued growth in e-commerce and delivery trips and the need for industrial land that provides for an increase in distribution centers and fulfillment centers.

- Policy 1 Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.
- Policy 2 Manage the region's multimodal freight network to reduce delay, increase reliability and efficiency, improve safety and provide shipping choices.
- Policy 3 Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.
- Policy 4 Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.
- Policy 5 Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.
- Policy 6 Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.
- Policy 7 Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.
- Policy 8 Adapt future freight system investments to emerging technologies and shifts in goods movement, including the emergence of e-commerce and automated delivery systems.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Policy map: Regional Freight Network Map

Regional Transit Network Policies

Policy updates were developed by the High Capacity Transit Strategy Work Group with input from Metro technical and policy advisory committees and the Metro Council as part of the Regional High Capacity Strategy update.

- Policy 1 Provide a high-quality, safe, and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use. Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.
- Policy 2 Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality) and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.
- Policy 3 Prioritize our investments to create a transit system that encourages people to ride transit rather than drive alone and to support transitioning to a clean fleet that aspires for net zero GHG emissions, enabling us to meet our state, regional, and local climate goals.
- Policy-24 Preserve and maintain the region's transit infrastructure in a manner that improves safety, security reliability and resiliency while minimizing life-cycle cost and impact on the environment.
- Policy 4-5 High Capacity Transit. Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept. Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Corridors should generally be spaced at least one half-mile to one mile or more apart and serve mobility corridors with the highest travel demand. High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.
- Policy 3 6 Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along mobility corridors and main streets linking town centers to each other and neighborhoods to centers.
- Policy 7 Through the Better Bus program, prioritize capital and traffic operational treatments identified in the Enhanced Transit Toolbox in key locations or corridors to improve transit speed and reliability for frequent service.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

- Policy ~~5~~ 8 Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.
- Policy ~~6~~ 9 Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.
- Policy ~~7~~ 10 Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option.
- Policy ~~8~~ 11 Ensure that transit is affordable, especially for people who depend on transit.
- Policy map:** Regional Transit Network Map (note: this map is still under development through the HCT strategy update)

Regional Bicycle Network Policies

No changes to the policies in this section are proposed.

- Policy 1 Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles
- Policy 2 Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.
- Policy 3 Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.
- Policy 4 Improve bike access to transit and community places for people of all ages and abilities.
- Policy 5 Ensure that the regional bicycle network equitably serves all people.

Policy map: Regional Bicycle Network Map

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Regional Pedestrian Network Policies

No changes to the policies in this section are proposed.

- Policy 1 Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile.
- Policy 2 Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.
- Policy 3 Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.
- Policy 4 Improve pedestrian access to transit and community places for people of all ages and abilities.
- Policy 5 Ensure that the regional pedestrian network equitably serves all people.

Policy map: Regional Pedestrian Network Map

Transportation System Management and Operations Policies

Changes are recommended to the RTP TSMO policies to align with the 2021 TSMO Strategy, adopted by JPACT and the Metro Council in 2022. Changes also are made to only include the references to transportation demand management (TDM) and parking policies as they relate to TSMO. Pricing, TDM and parking related policies have been moved to other policy sections in Chapter 3 of the RTP and are noted in those sections. The Oregon Transportation Planning rule, as amended through the Climate Friendly Communities (CFEC) rulemaking in 2022, was also reviewed and referenced.

- Policy 1 ~~Expand use of pricing strategies to improve reliability and efficiency by managing congestion, reducing VMT per capita, and increasing transportation options through investments in transit services and increased access to transit and bike and pedestrian infrastructure.~~ Manage travel demand on the transportation system in combination with adequate transit service options, for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety and reductions in carbon emissions.
- Policy 2 ~~Expand use of access management, advanced technologies, and other tools to actively manage the transportation system. Take actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.~~
- Policy 3 Optimize operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

- Policy ~~34~~ Provide ~~comprehensive, integrated, universally accessible and~~ real-time ~~traveler information data across devices and at physical locations that is comprehensive in serving the needs of~~ people ~~and~~ businesses ~~and freight movement~~.
- Policy ~~45~~ Improve incident detection and clearance times on the region's transit and motor vehicle networks to reduce the impact of crashes on the transportation system.
- Policy ~~5~~ ~~Expand commuter programs, individualized marketing efforts and other tools throughout the region to increase awareness and use of travel options.~~
- Policy ~~6~~ ~~Build public, non-profit and private sector capacity throughout the region to promote travel options.~~
- Policy ~~7~~ ~~Manage parking in mixed-use centers and corridors that are served by frequent transit service and good biking and walking connections to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking, walking and use of transit, reduce vehicle miles traveled and generate revenue.~~

Policy map: Regional TSMO Network Map (note: updates to this map are underway)

Transportation Demand Management Policies

Metro staff propose adding a new TDM policy section, separated out from the TSMO policy section, to provide clearer direction for how TDM helps achieve regional policy and which entities are responsible for delivering TDM programming. Several TDM-related policies from the TSMO policy section have been moved into this section with refinements.

- Policy 1 Develop and refine regional and local TDM policies and implementation and action plans to help reach climate, mobility and modal targets.
- Policy 2 Ensure adequate TDM resources and programming are deployed to meet the public's specific mobility needs for employment, education and essential services.
- Policy 3 Provide and deliver TDM programming at a variety of scales: state, regional and local.
- Policy 4 Focus TDM efforts on improving access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.

Policy map: No policy map

2023 Regional Transportation Plan Update

TPAC Review Draft

Draft 2023 Regional Transportation Plan Policies

Emerging Technology Policies

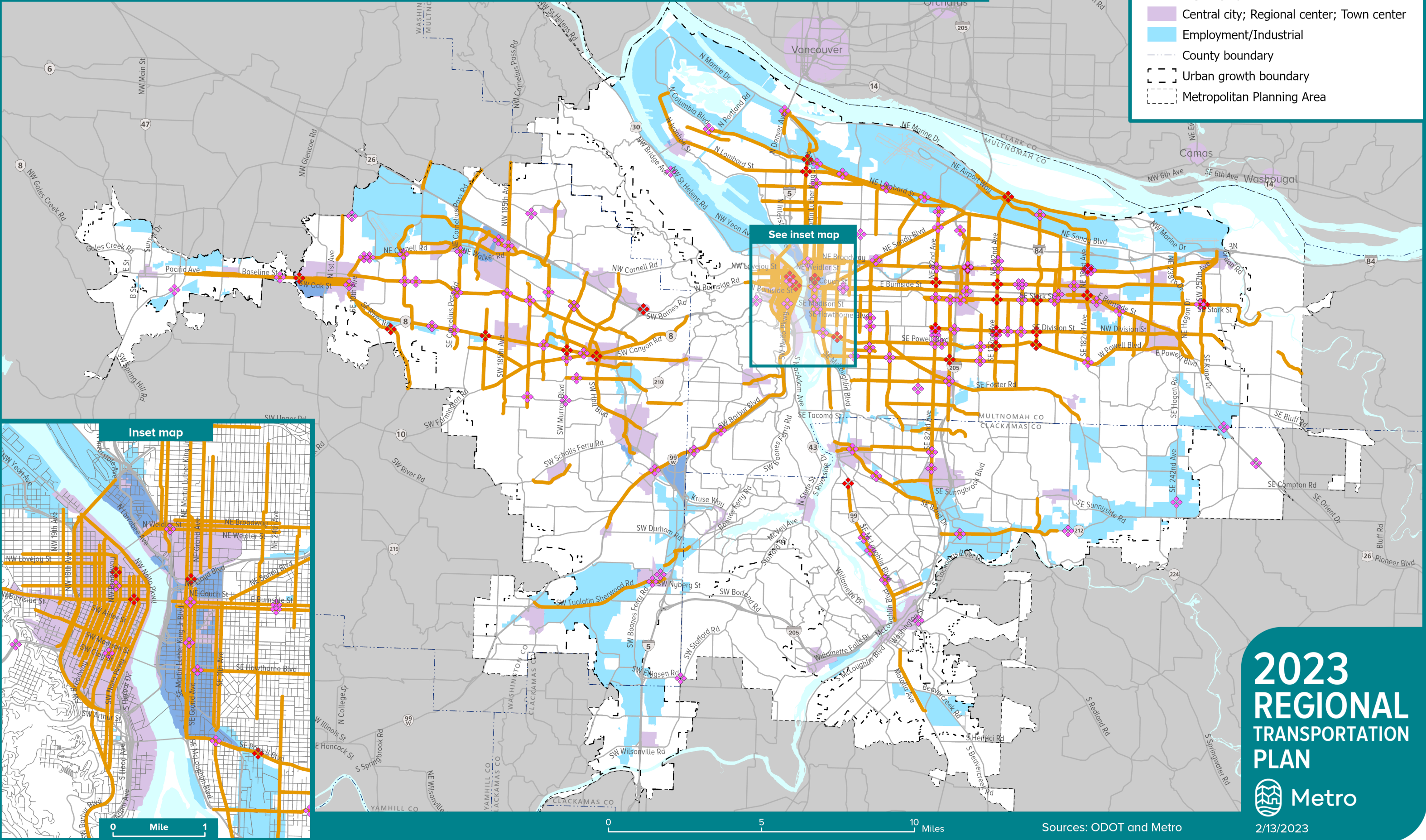
No changes to the policies in this section are proposed. The section was moved from the front of Chapter 3 to the end.

- Policy 1 Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.
- Policy 2 Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.
- Policy 3 Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system.
- Policy 4 Advance the public interest by anticipating, learning from and adapting to new developments in technology.

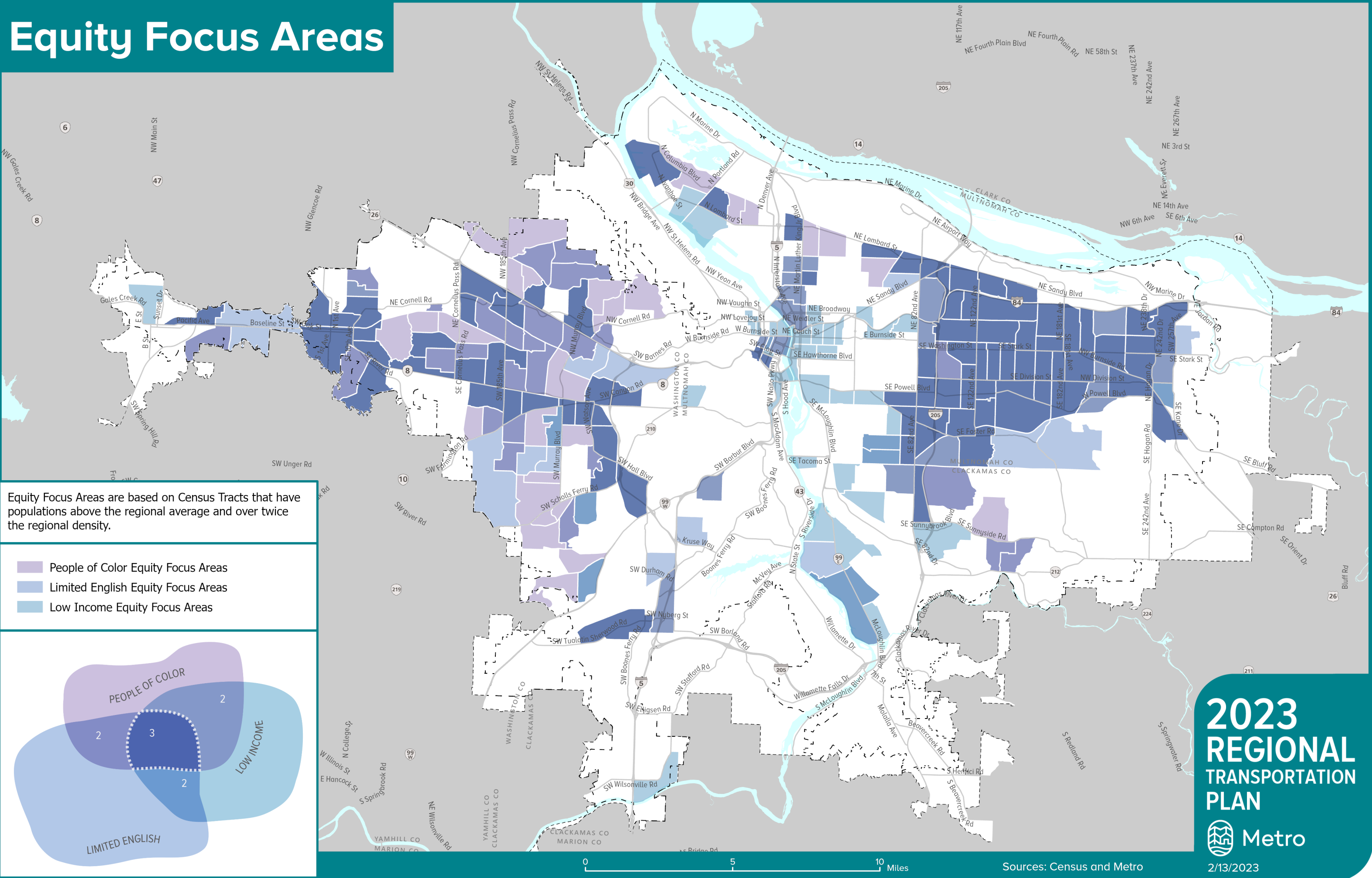
Policy map: No policy map

Regional High Injury Corridors and Intersections

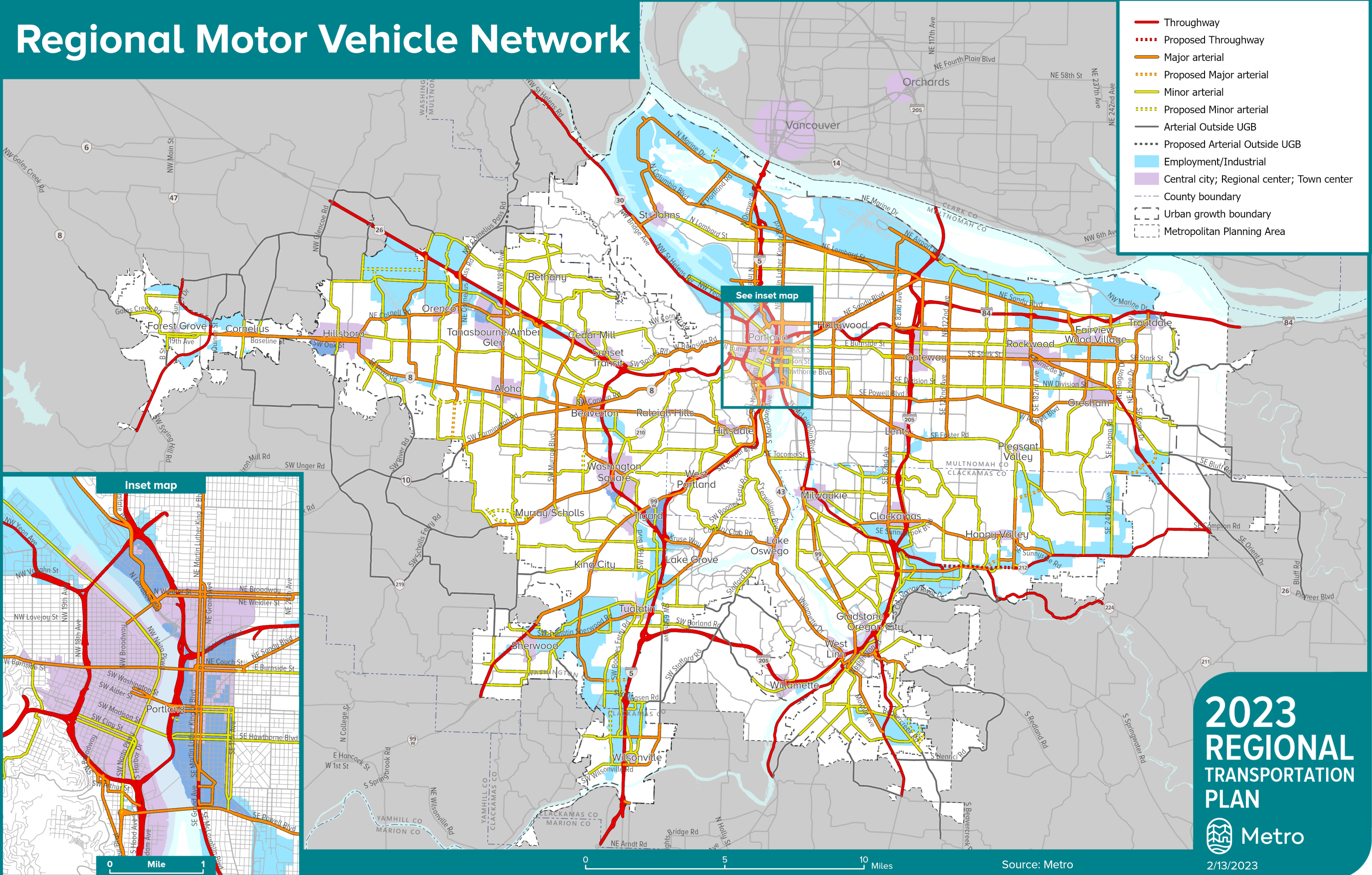
- Attachment 1. TPAC Review Draft - Draft 2023 RTP Policies
- Top 1% High Injury Intersections
 - Top 5% High Injury Intersections
 - High Injury Corridors
 - Central city; Regional center; Town center
 - Employment/Industrial
 - County boundary
 - Urban growth boundary
 - Metropolitan Planning Area



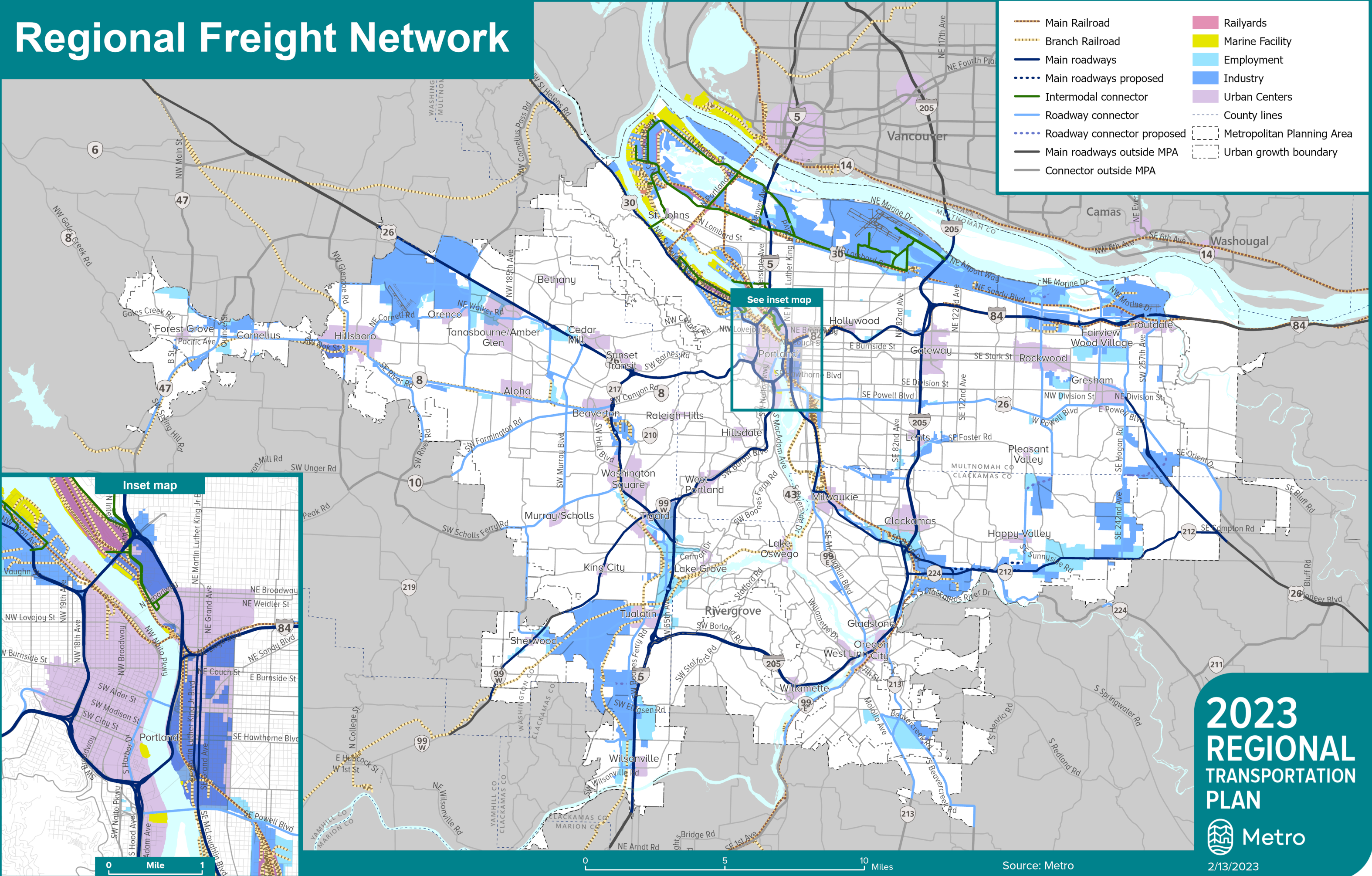
Equity Focus Areas



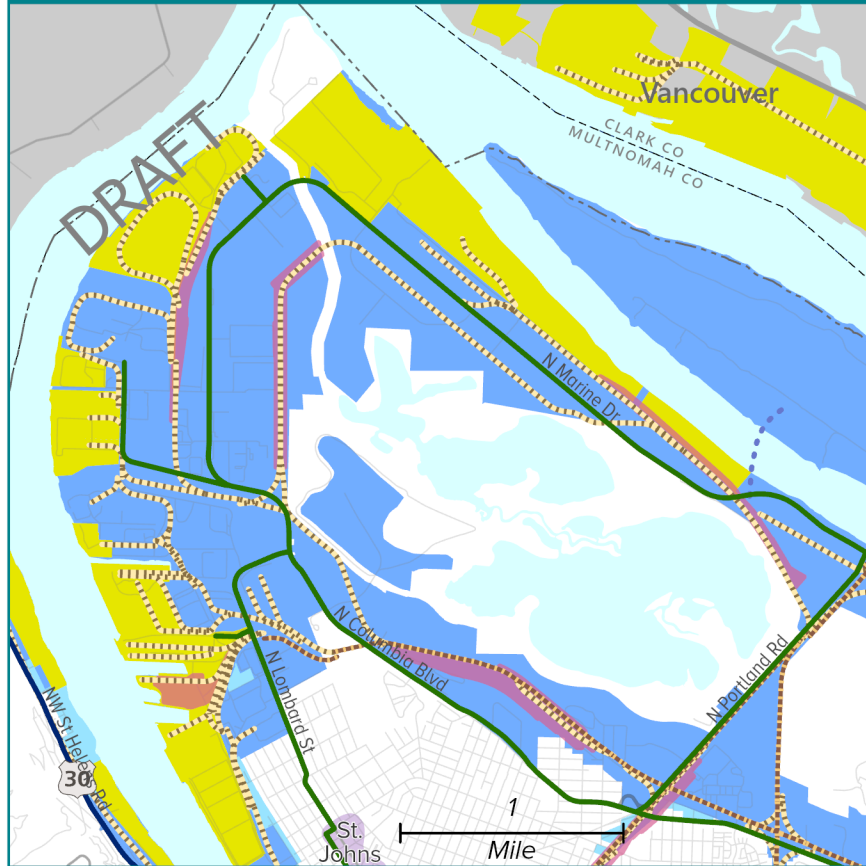
Regional Motor Vehicle Network



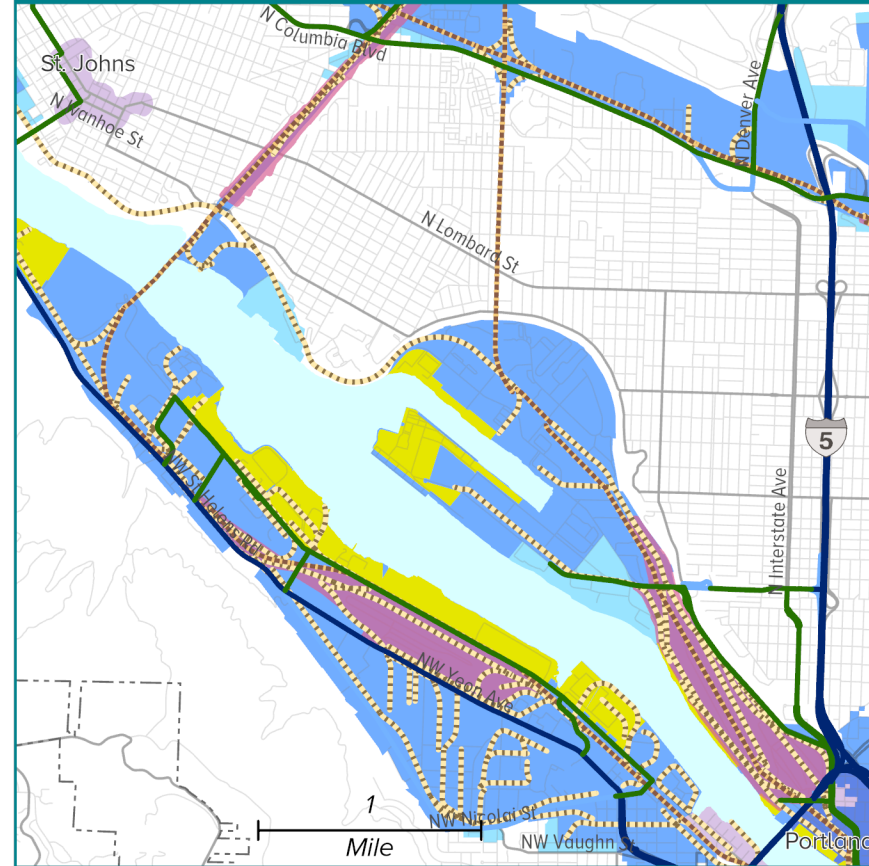
Regional Freight Network



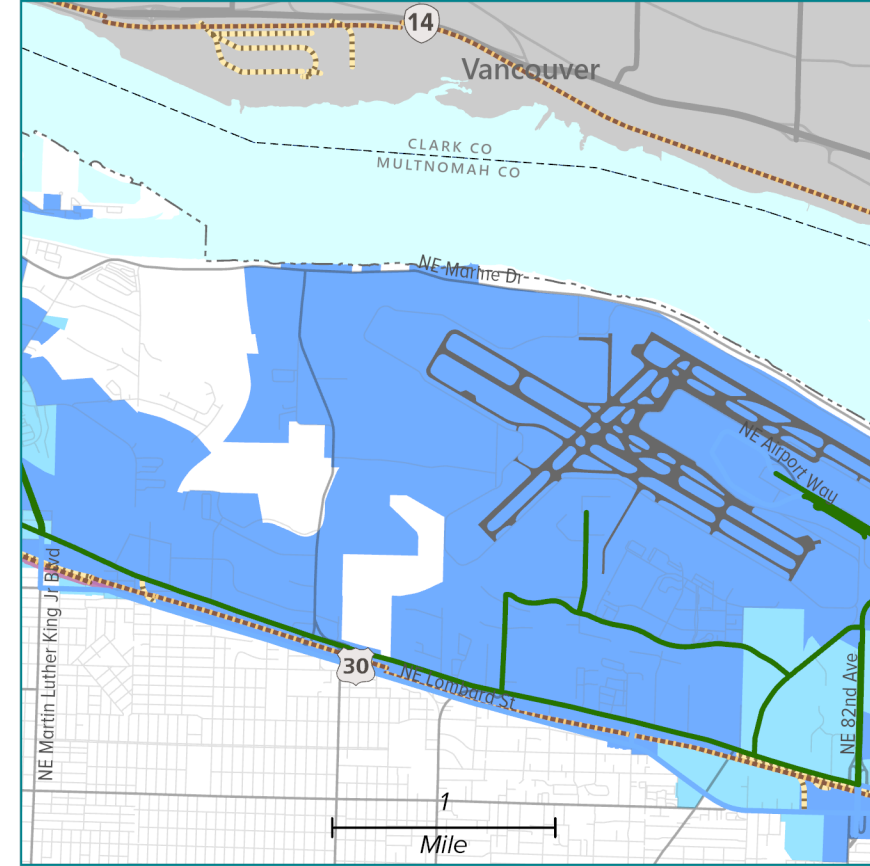
1. North Portland Marine Terminals



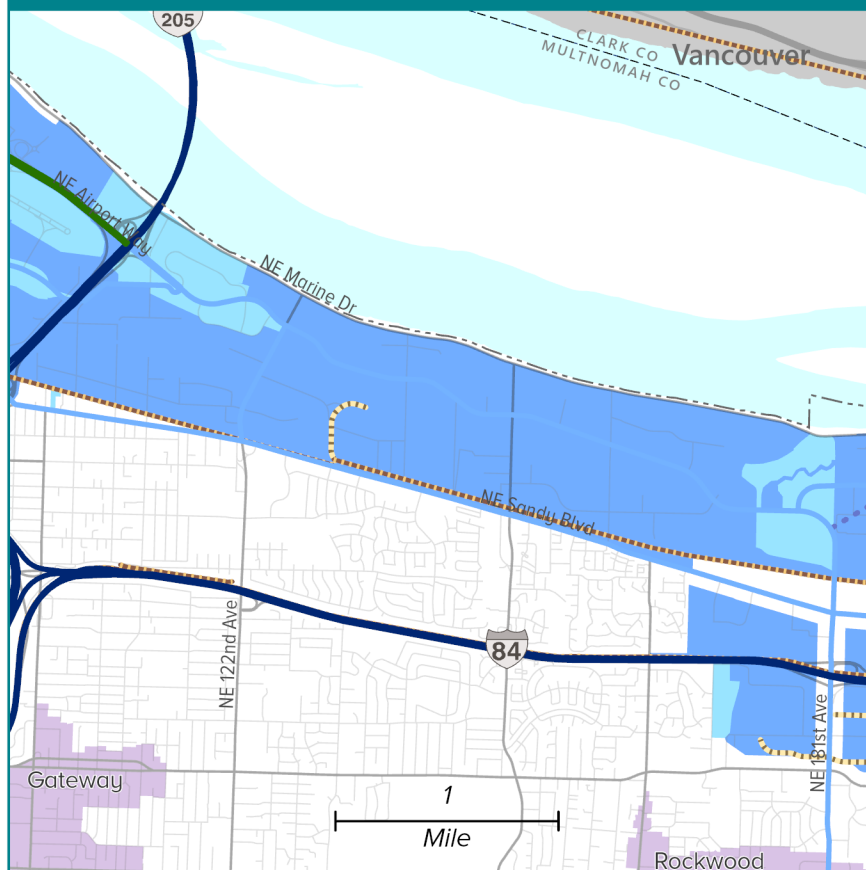
2. NW Industrial and Swan Island



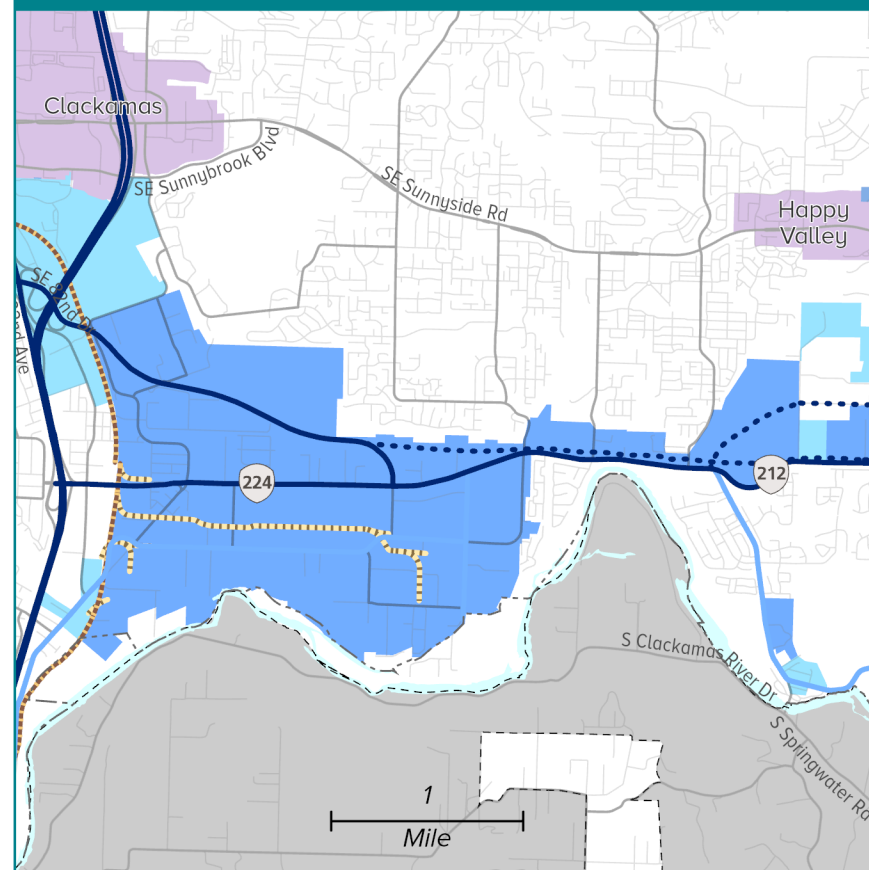
3. Portland International Airport



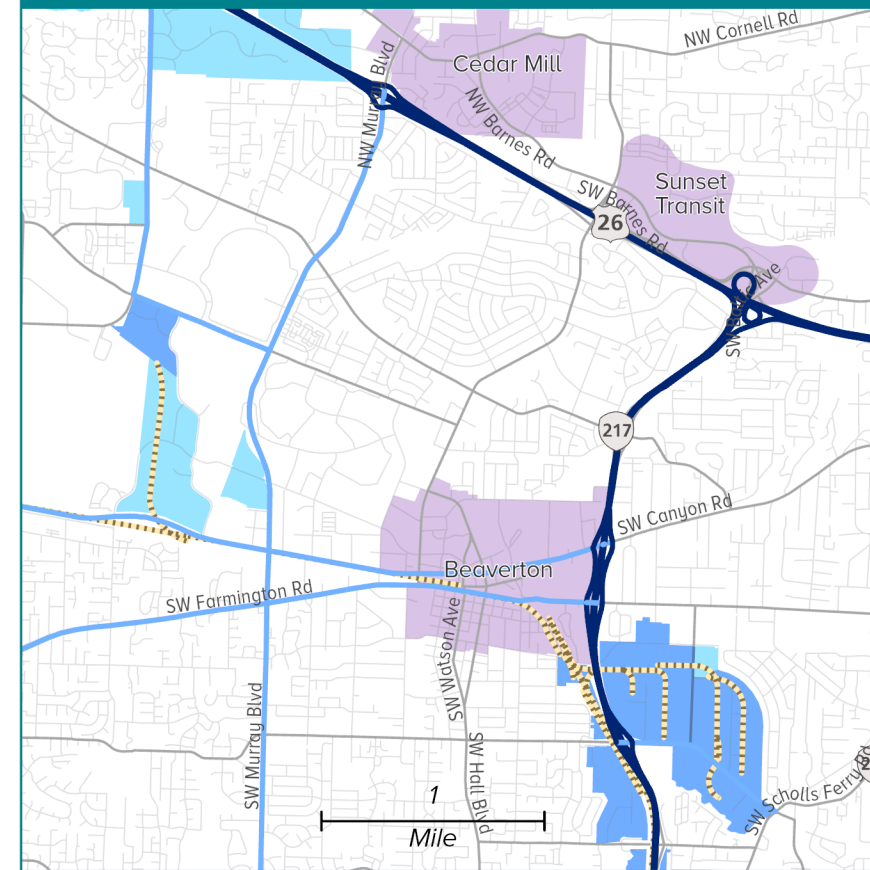
4. Kenton Rail Line/Columbia Corridor



5. Clackamas Industrial Area

















6. Beaverton Industrial Area



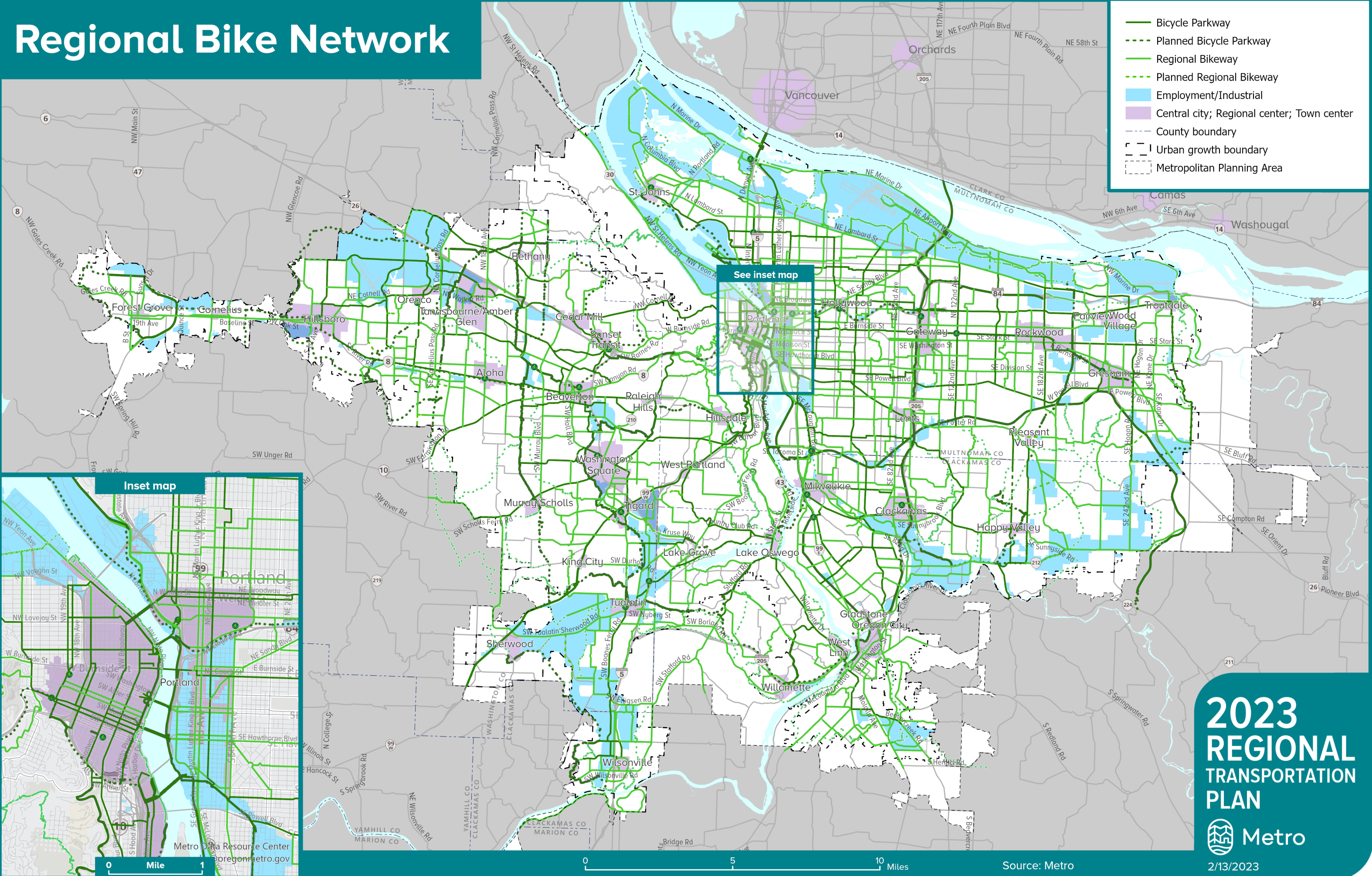
Legend

(dotted lines are proposed projects
and do not identify specific alignments)

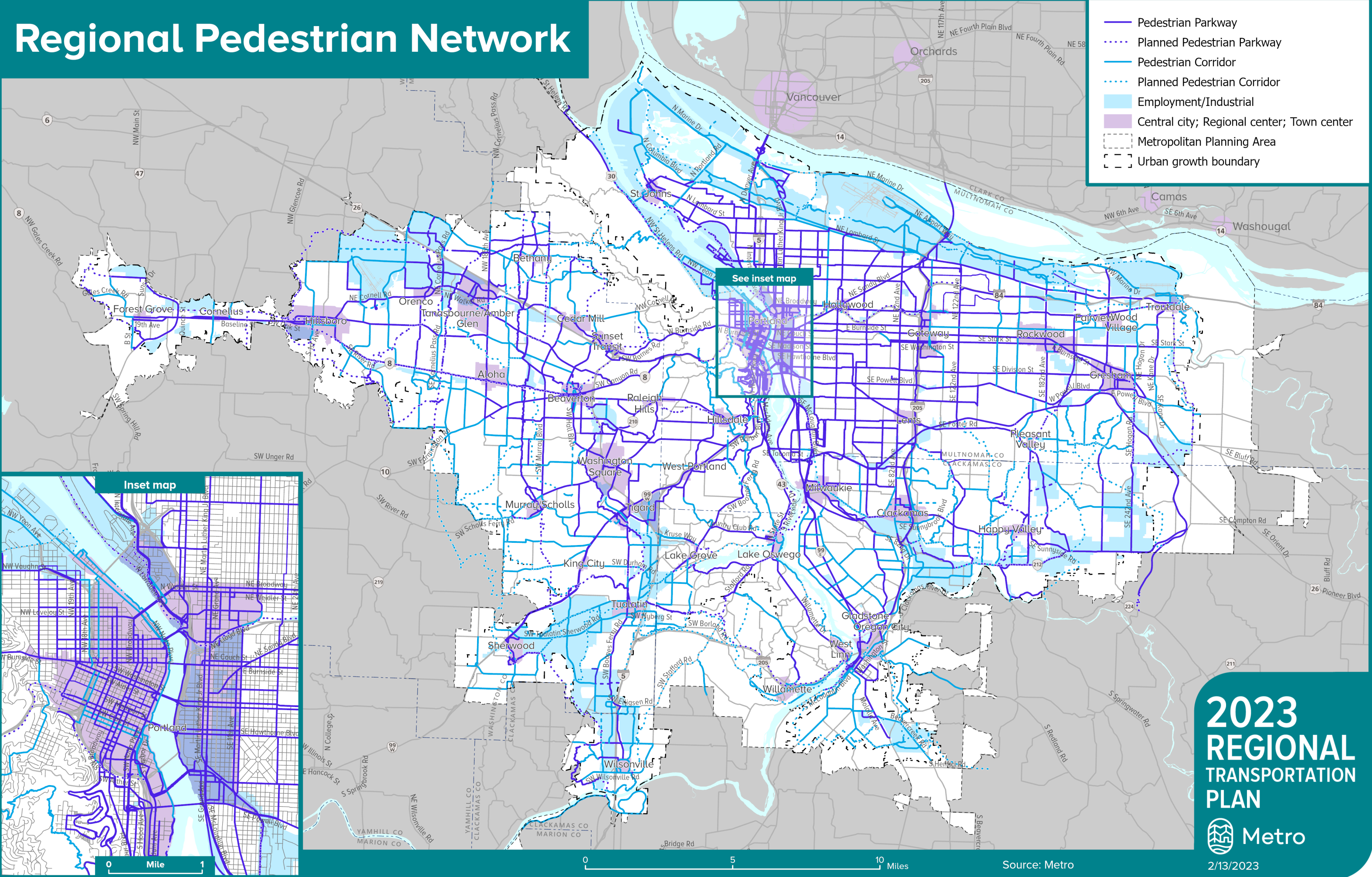
-  Main Railroad
-  Branch Railroad
-  Main roadway routes
-  Roadway connectors
-  Freight routes outside MPA boundary
-  Intermodal connectors
-  Marine Facility
-  Railyards
-  Urban centers
-  Industrial area
-  Employment area
-  County lines
-  Urban growth boundary
-  Metropolitan planning area

Source: Metro

Regional Bike Network

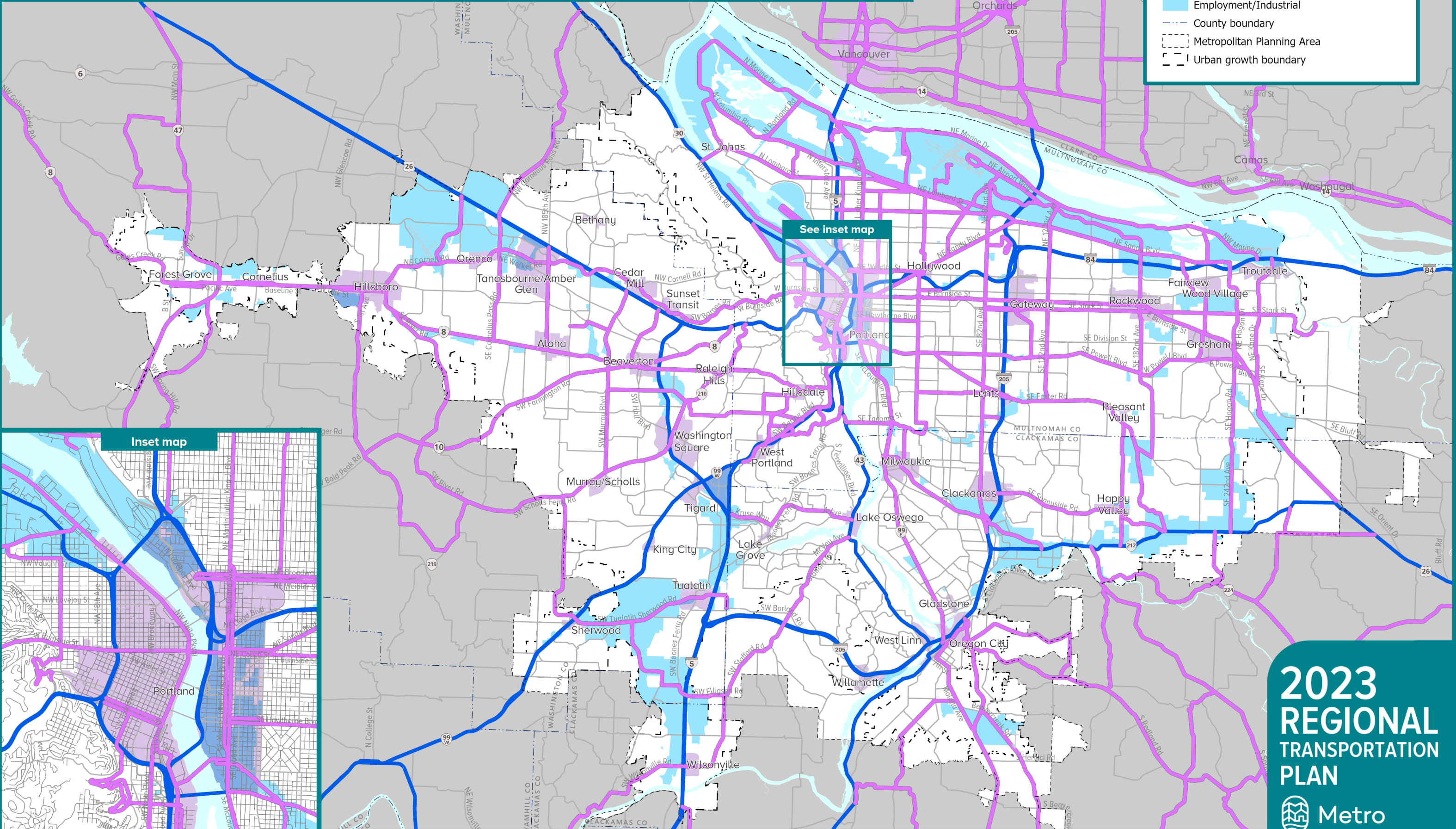


Regional Pedestrian Network



Regional Emergency Transportation Routes

- Regional Emergency Transportation Routes
- Oregon State Seismic Lifeline Route
- Central city; Regional center; Town center
- Employment/Industrial
- County boundary
- Metropolitan Planning Area
- Urban growth boundary



2023
REGIONAL
TRANSPORTATION
PLAN



2/13/2023

Source: Metro



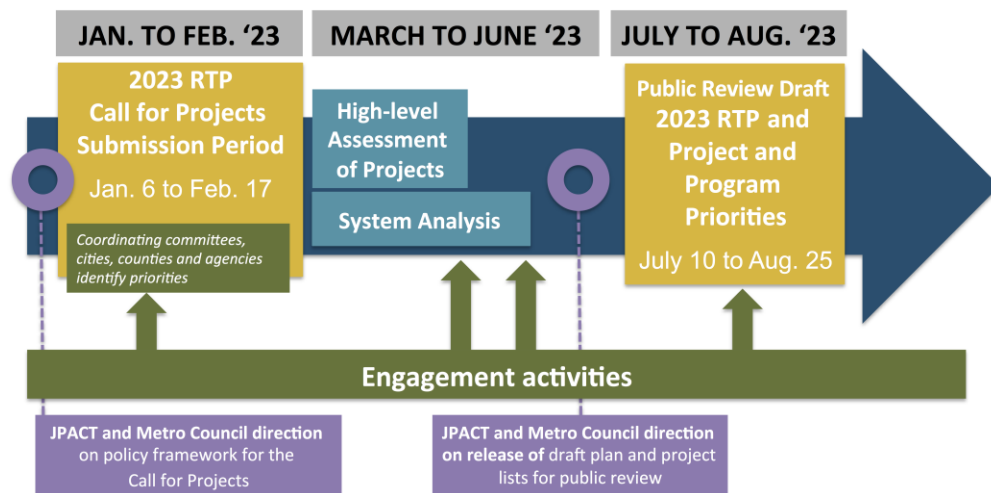
2023 Regional Transportation Plan

Call for projects overview

This document describes the call for projects process and the role of elected officials and other decision-makers in developing the draft project lists.

What is the call for projects?

The 2023 Regional Transportation Plan (RTP) will include an updated list of transportation investment priorities for the greater Portland region. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030, and others for the next 22 years. A third list of projects will include additional priorities that advance RTP goals or need further study but that do not fit within the financial budget of the plan. The 2023 RTP policy framework will guide the development of the project list.



Where do the project priorities come from?

Cities, counties and other transportation providers work together through coordinating committees to prioritize projects. The City of Portland, the Oregon Department of Transportation (ODOT), the Port of Portland, TriMet and SMART work individually to develop project lists. All projects submitted to the RTP must come from adopted plans or strategies that were developed with public input.

When do jurisdictions' draft project lists need to be submitted?

Each jurisdiction needs to submit its draft project list and project information during the call for projects submission window, which is from January 6 to February 17, 2023.

How many projects are on each jurisdiction's list?

It will vary. Each city and county, ODOT, TriMet, SMART and the Port of Portland have worked with Metro to develop a forecast of revenues expected to be available. The cost targets for each coordinating committee (and its cities), the City of Portland, ODOT, TriMet, SMART and the Port of Portland reflect the revenues expected to be available. Cost targets vary by coordinating committee and agency for a variety of reasons.

Do jurisdictions need to include ALL the final information for each project in the draft list?

Yes. All project information must be submitted by the call for projects deadline on February 17, 2023.

What if jurisdictions want to make changes to the project list after reviewing project list assessments and receiving community input?

Refinements to the draft project list may be identified between the end of February and May 24, 2023. Refinements are anticipated to be limited to the prioritization of projects, including changes to strategic vs. constrained lists, project timing, project scope/description, and project cost. Proposed refinements to the project list must be communicated to Metro no later than May 24.

By May 24, all agencies must submit a letter from their governing body endorsing the projects submitted during the call for projects and documenting any refinements proposed to the submitted draft list. These refinements will be presented to JPACT and the Metro Council in June. At that point, no other changes can be made to projects or supporting information, pending the 45-day public comment period.

When do decision makers provide input on the draft project list?

December 2022 - February 2023: Connect with jurisdictional and agency staff. Staff are reviewing projects and working through county coordinating committees to prioritize projects for the 2023 RTP draft project list. ODOT, TriMet, SMART and the Port of Portland have been asked to work with county coordinating meetings during this time.

April - May 2023: The draft project list and assessment results will be discussed at Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee (JPACT) and Metro Council meetings. In June 2023, JPACT and Metro Council will be asked to consider public input and technical analysis and provide direction on release of the draft RTP and list of project and program priorities for public review.

When and how can members of the public give input on the project list?

All projects come from previously adopted local transportation system plans or studies and strategies that have been developed with public input.

In April 2023, Metro will share the draft project list and high-level assessment for feedback from community members and other stakeholders including businesses and public agencies. Engagement on the draft project list will include an online public survey, engagement led by community organizations and other engagement activities.

Stakeholders will have an opportunity to provide input on the revised project list and public review draft 2023 Regional Transportation Plan during a 45-day public comment period in mid-to-late summer 2023.

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

Robert McIlwain, 54, driving, NE Marine Drive, Portland , Multnomah, 2/24

Unidentified, walking, E Burnside St., Gresham, Multnomah, 1/20

Unidentified, walking, N Pacific St near NE 99th Ave, Portland, Multnomah, 2/14

Unidentified, walking, Stark St, Gresham, Multnomah, 2/8

Kingman & El Hindawi, 69 & 92, driving, US 26 Washington, 2/3

Joseph Carrero, 34, walking, SE Orient Dr., Multnomah 2/3

Unidentified, motorcycling, US 26, Beaverton, Washington 2/1

Brooks Hiatt, 63, driving, SE River Rd, Hillsboro, Washington 1/20



**ODOT initial fatal crash report as of
2/16/23, police and news reports*



TPAC Agenda Item

March 2023 Formal MTIP Amendment

Resolution 23-5319

Amendment # MR23-07-MAR

Applies to the 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 22-5319
- Exhibit A to Resolution 23-5319 (MTIP Worksheet)
- Staff Narrative. No attachments

March 3, 2023

Ken Lobeck

Metro Funding Programs Lead

March FFY 2023 Formal MTIP Amendment

Bundle Overview & Staff Recommendation

- 1 total project in the amendment
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 23-5319

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

March 2023 Formal MTIP Amendment

Beaverton's Canyon Rd Streetscape and Safety Project

RFFA Regional Flexible Fund Allocation

- RFFA 2016-18 Metro RFFA awarded project - \$3,535,000 federal award
- Beaverton Canyon Rd Streetscape and Safety Project
- Project was integrated into ODOT planned operational and safety projects planned on OR 8

March 2023 Formal MTIP Amendment

Beaverton's Canyon Rd Streetscape and Safety Project

- Project Elements:
 - Improve accessible sidewalk curb ramps
 - Add a crosswalk and a flashing beacon on Canyon Road at Rose Biggi Avenue
 - Add a landscaped center median on Canyon Road between Short Street and Cedar Hills Boulevard
 - Upgrade the traffic signals and lighting in the project area
 - Rebuild driveways and evaluate business access within the project area for safety and compatibility with project design

March 2023 Formal MTIP Amendment

Canyon Road Streetscape

There are several projects coming up and recently completed on OR 8 in various locations. Click on the individual projects below to get more information.

Canyon Road Improvements: SW 110th Avenue to SW 192 Avenue

This project improves safety at nine intersections on Canyon Road/OR 8 between SW 110th Avenue and SW 192nd Avenue in Beaverton and Aloha. Construction began August 2022.

[View the project website.](#)

Canyon Road Streetscape Project

A partnership project between the Oregon Department of Transportation and the City of Beaverton improves SW Canyon Road (OR 8) from SW Short Street to SW Hocken Avenue in Central Beaverton. Construction is expected to begin in 2024.

[View the project website.](#)

OR 8 at River Road Safety Project

This project improves safety by replacing traffic lights, pedestrian signals, railroad markings and illumination at this intersection in Hillsboro. Construction began March 2022 and wrapped up summer 2022.

[View the project website.](#)

OR 8 Safety Improvements at SE 44th/45th Avenue

This safety project made pedestrian upgrades on OR 8 at SE 44th/45th Avenue, including a new flashing beacon at the crosswalk, improved lighting and upgraded ADA sidewalk ramps. Construction finished in March 2021.

[View the project website.](#)

OR 8 Safety Improvements at OR 219

This completed safety project will reduce crashes at the intersections of Oak Street and Baseline Street with OR 219 (S 1st Avenue) in downtown Hillsboro. The project included new traffic signals and signs, improved lighting, upgraded ADA ramps and a new dedicated left-turn lane on OR 219 onto SW Oak Street. Construction finished in March 2021.

[View the project website.](#)

Beaverton's Canyon Rd Streetscape and Safety project was combined into ODOT OR8 projects to improve delivery efficiencies

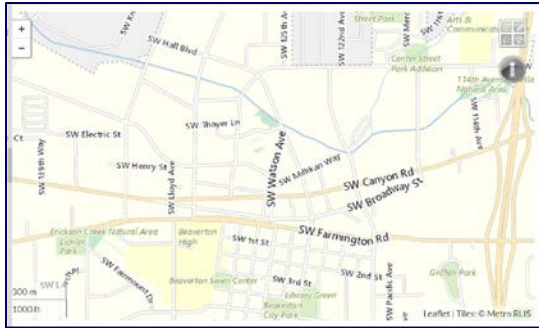
However, the combining effort was not feasible and delivery issues emerged resulting in separating the project through a re-scoping action

March 2023 Formal MTIP Amendment

Beaverton OR8 Canyon Rd Pedestrian Enhancements

- Revised project now will be a separate pedestrian upgrade project
- Renamed: OR8 Canyon Rd Pedestrian Enhancements project
- Similar scope but separate from ODOT projects
 - Construct streetscape, safety & operational enhancements
 - Construct median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St
 - Add a new pedestrian crossing at Cedar Hills Blvd
 - Add rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access

OR8 Canyon Road Pedestrian Enhancements Location



March 2023 Formal MTIP Amendment

OR8 Canyon Rd Pedestrian Enhancements

- Revised project cost revised to be \$5,475,000
- Includes RFFA award, ODOT contributing funds, and new HIP Exchange Funds
- ODOT will remain lead agency to deliver the project
- Construction year revised to be FFY 2024
- A major re-scoping action triggers the need for a formal/full MTIP amendment

Note: HIP Exchange Funds = Highway Infrastructure Improvement Program Exchange Funds. Metro exchanged allocated HIP funds with ODOT for less restrictive funds to address cost increases due to inflation adjustments to existing RFFA projects

MPO CFR Compliance Requirements

MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification (*No obligations/impacts*)
- ✓ Completed public notification plus OTC approvals required completed for applicable ODOT funded projects (*OTC approval is required and scheduled for 3/9/2023*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No significant impacts*)

March FFY 2023 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	February 28, 2023
TPAC Notification and Approval Recommendation	March 3, 2023
JPACT Approval and Recommendation to Council	March 16, 2023
End 30-day Public Notification/Comment Period	March 28, 2023
Metro Council Approval	April 6, 2023
Final Estimated Approvals	Early to mid-May 2023

March 2023 Formal MTIP Amendment

Discussion, Questions, and Approval Request

- Open up to discussion and questions
- Approval request includes completing necessary corrections
- Staff Approval Request:
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

2023-24 Unified Planning Work Program

TPAC, March 3, 2023

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, coming fiscal year, federal funds / regional significance

Document Organization

Introduction

1. Metro led Regionwide Planning
2. Metro led Corridor/Area Planning
3. Metro Administration & Support
4. State led Planning of Regional Significance
5. Locally led Planning of Regional Significance



DISCUSSION DRAFT

2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

February 2023

oregonmetro.gov

What are we asking you to do before April 7 action?

- Look for opportunities for projects to be better coordinated
- Look for ways to add clarity to project narratives
- Identify any missing information in the project narratives
- Identify missing project narratives

Next Steps

- March 6 Federal / State Consultation
- April 7 TPAC Action
- April 20 JPACT
- May 18 JPACT Action
- May 18 Metro Council Action
- May 19 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?

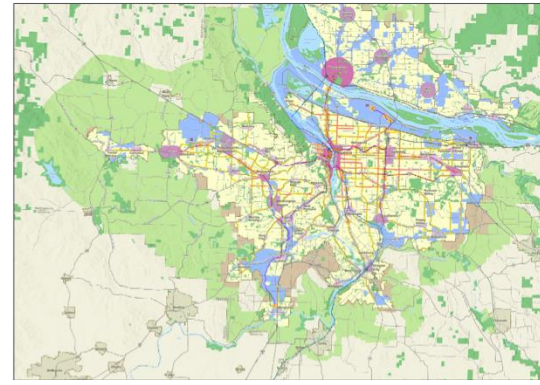


2023 Regional Transportation Plan

Draft Chapter 3 – System Policies

TPAC

March 3, 2023



Today's purpose

Continue discussion of the draft policies

- Do you have comments on the policies overall?
- Which policies should be the focus of upcoming discussions?

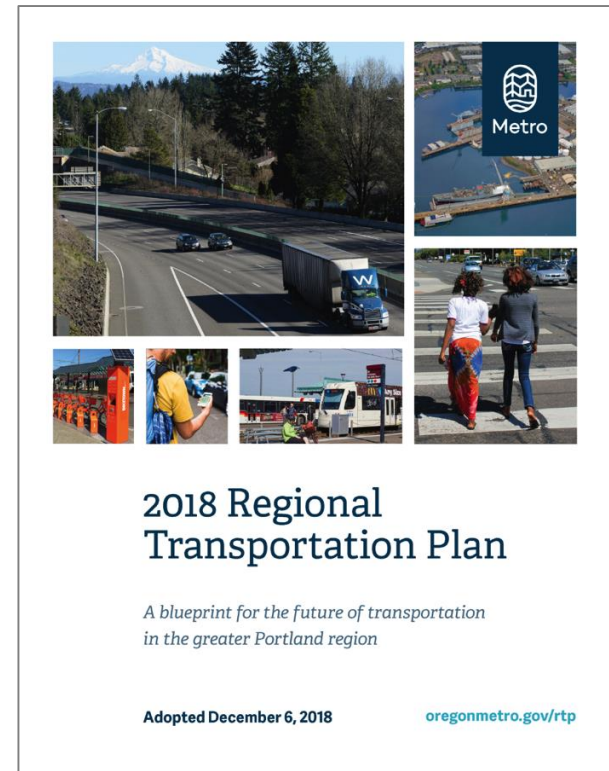
Comments on the policies and draft Chapter 3 requested by March 24.



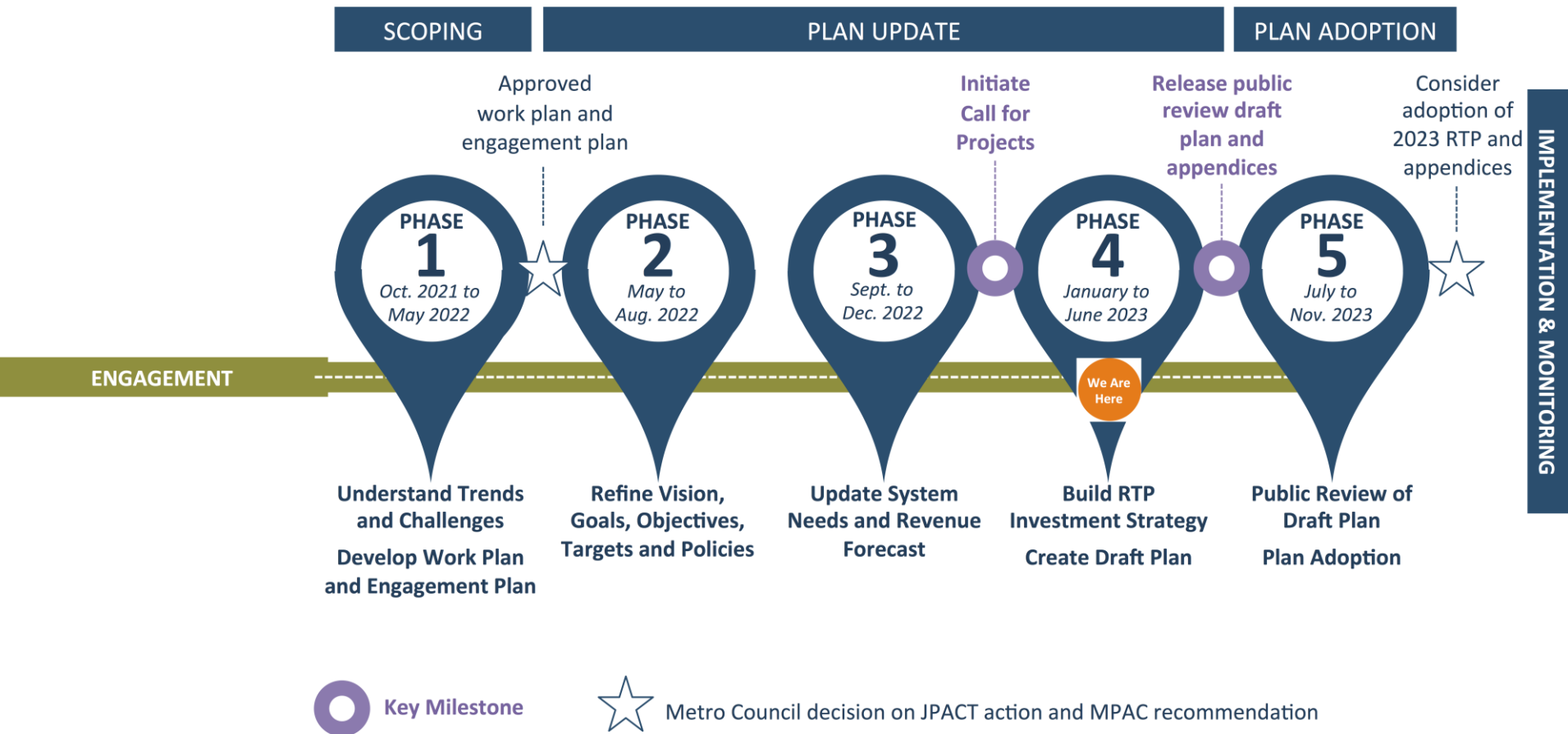
What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

- Sets the vision and goals for moving people and goods safely, reliably and affordably for decades to come
- Uses projections of future population and job growth to identify travel needs and solutions through 2045
- Includes policies and projects
- Coordinates local, regional, and state investments on regional system
- Establishes priorities for federal and state funding



Timeline for the 2023 RTP update



2023 Regional Transportation Plan Update

Where we have been

Research and policy development

MAY TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

Project list update

JAN. TO FEB. '23

RTP
Call for
Projects

Jan. 6 to Feb. 17

Engagement activities

JPACT and Metro Council accept policy
framework and support moving
forward with the Call for Projects

RTP document under development

Executive Summary

Chapter 1: Toward A Connected Region

Chapter 2: Our Shared Vision and Goals for Transportation

Chapter 3: Transportation System Policies to Achieve Our Vision

Chapter 4: Snapshot of Our Growing and Changing Region

Chapter 5: Our Transportation Funding Outlook

Chapter 6: Regional Programs and Projects to Achieve Our Vision

Chapter 7: Measuring Outcomes

Chapter 8: Moving Forward Together (Implementation)

Glossary of terms

Appendices and supporting documents

RTP outcomes-based framework

*Guides planning
and decision-
making in the
region*



Vision Statement

Establishes the overarching vision of the plan



Goals

Expand on the Vision Statement to describe outcomes of emphasis



Objectives

Define focused, measurable outcomes of the Goals



Policies and Strategies

Detail an approach to meet desired outcomes (Goals and Objectives)



Performance Measures

Track progress in achieving the Objectives

2023 RTP Policy Framework

Draft vision and goals for 2023 RTP



Vision →

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

Developed in 2022 by JPACT and Metro Council with input from MPAC

2023 RTP Policy Framework

Draft Goals for 2023 RTP

EQUITABLE TRANSPORTATION

Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

CLIMATE ACTION AND RESILIENCE

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

SAFE SYSTEM

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.



MOBILITY OPTIONS

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

THRIVING ECONOMY

An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

2023 RTP Policy Framework

Draft Chapter 3 Policies

- **New policies** related to pricing, mobility and transit
- **Updates to** climate and motor vehicle policies related to new policies and CFEC
- **Minor updates/reformatting** to transportation equity, freight, design, TSMO and TDM policies
- **No changes** to safety, bike, pedestrian and emerging technology policies

Draft Chapter 3 System Policies

Pricing Policies

New policies developed through year-long process with policymakers and technical committees, and in consultation with ODOT

Revisions since Nov. address input received last Fall and alignment of new policies with ODOT/OHP Tolling policies and regional pricing discussions

Draft Chapter 3 System Policies

Mobility Policies

Developed from 2019-2022 through multi-agency process that involved policymakers, TPAC, MTAC, practitioners, community leaders and other stakeholders

Accepted by JPACT and Metro Council in Nov. 2022

New policies and measures/targets integrated in Chapter 3 for further testing and refinement

Draft Chapter 3 System Policies

Transit Policies

Developed by the High Capacity Strategy work group through year-long, multi-agency process

Reviewed by TPAC, MTAC, policymakers and others last summer and fall

Policies incorporate elements that are already part of the HCT assessment criteria and regional goals and address previous feedback

Draft Chapter 3 System Policies

Climate Policies

Changes address CFEC and reflect JPACT/Council top priorities for climate smart strategy implementation - transit, active transportation and transportation technology

Parking management policy moved from existing TSMO policy section to this section

Other updates to acknowledge important role of land use, efficiency of streets/highways, financial incentives and funding

Draft Chapter 3 System Policies

Motor Vehicle Policies

Updated to reflect new policy direction in the draft pricing policies and new state requirements related to motor vehicle capacity in CFEC/Oregon Transportation Planning Rule (OAR 660-012-0830)

Safety and design policies removed because addressed by safety and design policy sections

Draft Chapter 3 System Policies

Transportation Equity Policies

Removed “historically” from “historically marginalized” communities

Clarified language around community stability, engagement and use of data to understand disparities, barriers, needs and priorities

Updated policy 7 to better address work force equity in transportation project development and investments

Draft Chapter 3 System Policies

Freight Policies

Added new policy focused on addressing the continued growth in e-commerce and delivery trips

Developed in response to Regional Freight Delay and Commodities Movement Study research findings and stakeholder advisory committee feedback

Policymakers and TPAC discussed this work and trend throughout last year

Draft Chapter 3 System Policies

Design Policies

Existing policies structured to mirror format of other policy sections

Policy 5 came from existing motor vehicle policies

Draft Chapter 3 System Policies Transportation System Management and Operations Policies

**Updated to align with the TSMO Strategy
adopted by JPACT and the Metro Council
in 2022**

**Moved pricing, TDM and parking related
policies to other policy sections**

**TransPORT subcommittee to TPAC to
discuss draft policies next week**

Draft Chapter 3 System Policies

Transportation Demand Management Policies

TDM-related policies split out from existing TSMO policies

Provides clarity on how TDM policies and actions help achieve regional goals

2023 Regional Transportation Plan Update

Next steps for Chapter 3

March 3	TPAC discussion of draft policies
March 8	TPAC workshop discussion of draft policies TransPORT subcommittee discussion of draft TSMO policies
March 15	MTAC discussion of draft policies
March 24	Comments on draft policies/Ch. 3 due to Metro staff
April 19	TPAC/MTAC workshop discussion of draft policies
June 15/29	JPACT/Metro Council consider support releasing the draft RTP (and projects) for public review
Summer	45-day public comment period on draft RTP (and projects)
Nov.	JPACT and Metro Council consider public input and final RTP for adoption

Discussion

- Do you have comments on the policies overall?
- Which policies should be the focus of upcoming discussions?

Comments on the policies and draft Chapter 3 requested by March 24.



Learn more about the **Regional Transportation Plan** at:



Metro

Kim Ellis, AICP

RTP Project Manager

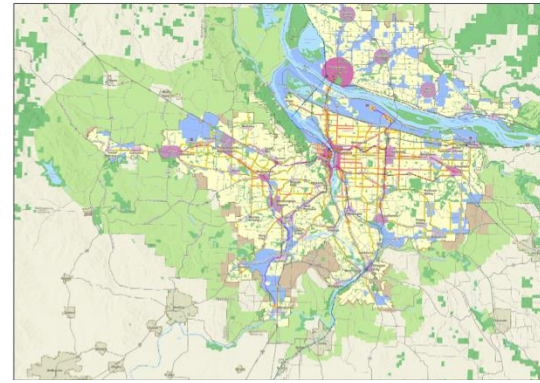
kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

2023 Regional Transportation Plan Call for Projects Update

TPAC

March 3, 2023



Today's purpose

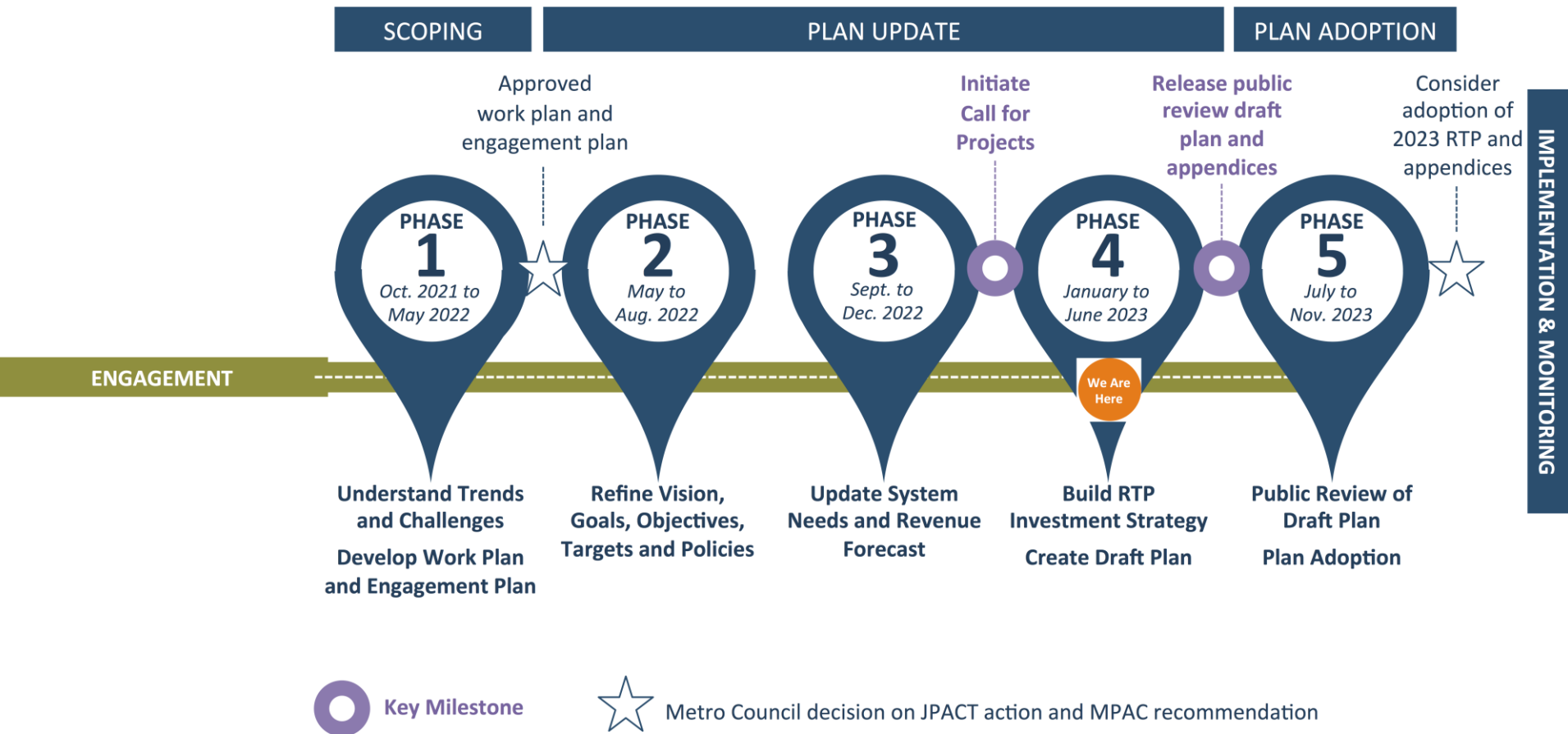
Give a big THANK YOU!!

Provide an update on the draft 2023 RTP project list for evaluation and review

Review next steps and engagement opportunities



Timeline for the 2023 RTP update



2023 Regional Transportation Plan Update

Where we have been

Research and policy development

MAY TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

Project list update

JAN. TO FEB. '23

RTP
Call for
Projects

Jan. 6 to Feb. 17

Engagement activities

JPACT and Metro Council accept policy
framework and support moving
forward with the Call for Projects

2023 Regional Transportation Plan Update

Draft vision and goals for 2023 RTP



Vision →

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

Developed in 2022 by JPACT and Metro Council with input from MPAC

2023 Regional Transportation Plan Update

Revenue forecast elements

- **Local Agencies**
 - Locally generated revenues and State pass through
 - Federal/state/regional funding to local agencies
- **Transit Agencies**
 - Locally generated revenues
 - State revenues to transit agencies
 - Federal funding
- **ODOT**
 - State generated revenues forecast to Metro region
 - Federal funding forecast to Metro region
 - Tolling revenues



2023 Regional Transportation Plan Update

Call for Projects ended on Feb. 17, 2023

- Each county coordinated development of a countywide project list that fit within the revenue forecast
- Cities, counties and agencies work together to identify project priorities through 2045 that fit within the revenue forecast and then prioritize them into three buckets:
 - **Near-term constrained priorities** = highest priority projects for 2023 to 2030 time period
 - **Long-term constrained priorities** = high priority projects for the 2031 to 2045 time period
 - **Long-term strategic priorities** = additional priorities that do not fit within the revenue forecast but the region agrees to work together to advance in the 2031 to 2045 time period

DRAFT More than \$45 billion in capital projects proposed through 2045

\$24 billion on the Constrained list, with nearly \$8 billion slated for the near-term*

\$21 billion on the Strategic list*

More than 1000 projects

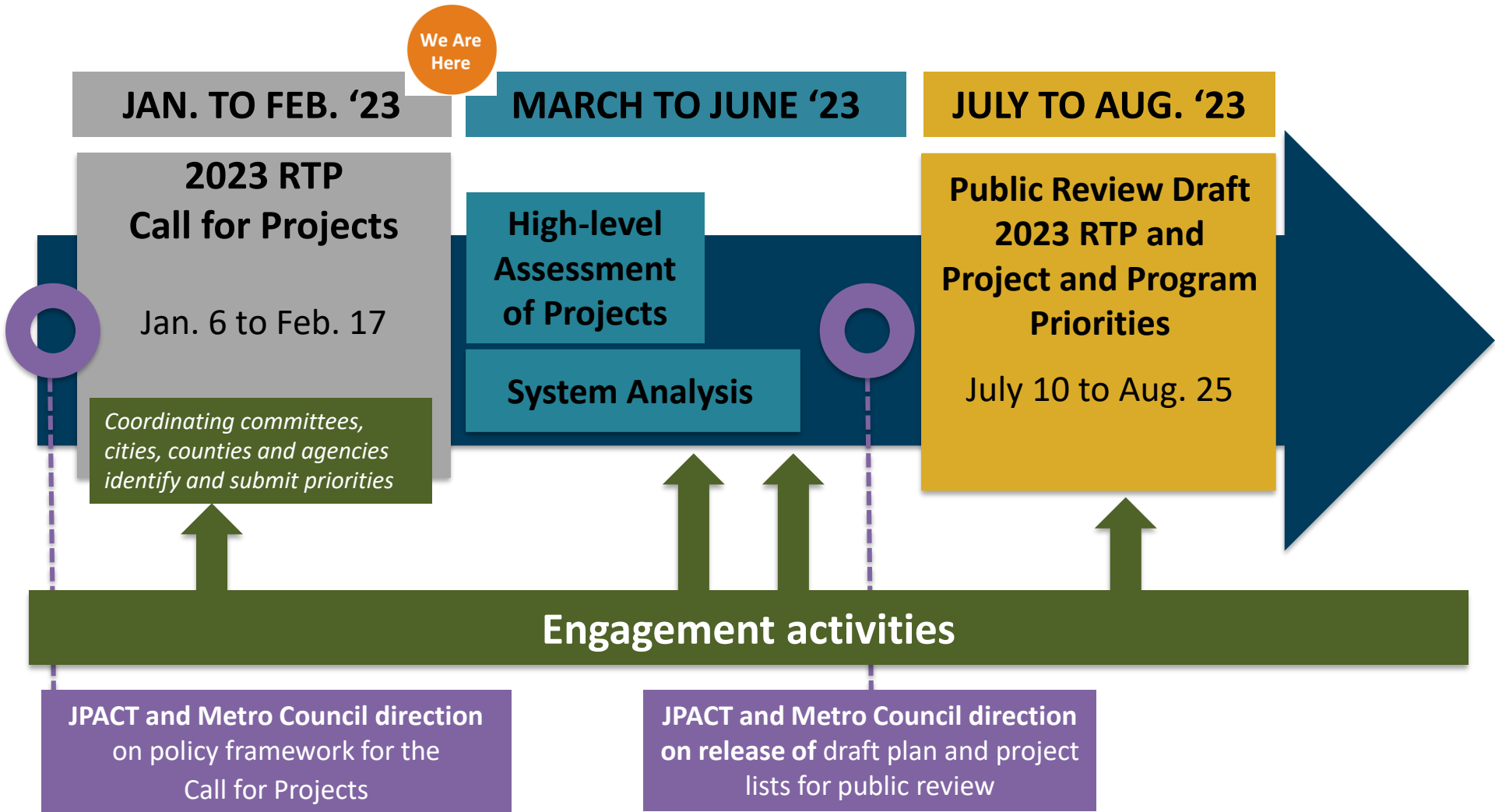
QA/QC of project list continues

* Draft costs are rounded and in year of expenditure dollars, and do not reflect transit service operations and road maintenance.



2023 Regional Transportation Plan Update

Where we are going



2023 Regional Transportation Plan Update Engagement (2023)

- Community based organization-led engagement on RTP (Jan. – Nov.)
- High Capacity Transit Strategy tabling events (Jan.– Feb. 1)
- High Capacity Transit Strategy business discussion group (Jan./early Feb.)
- High Capacity Transit Strategy online StoryMap (Feb.)
- RTP online public survey, community leaders forum and consultation meetings with Tribes and agencies (March 30-April 30)
- Business Leaders Forum on RTP and Freight Study (May/June)
- Public Review 2023 Regional Transportation Plan – online public comment period and hearing (July 10 – Aug. 25)



2023 Regional Transportation Plan Update

Next steps

March 3	RTP Hub closes and technical analysis begins
March to May	<p>Metro evaluates how well projects advance RTP goals (equity, climate, safety, mobility and economy) and seeks public input on draft project list</p> <p>Metro reports findings to Metro Council, and technical and policy committees, including county coordinating committees</p> <p>Metro staff prepare draft RTP for public review</p>
May 24	Letters of endorsement from governing bodies and project list refinements due
June 15/29	JPACT/Metro Council consider input and technical findings and support releasing the draft RTP (and projects) for public review
Summer	45-day public comment period on draft RTP (and projects)
Fall	JPACT and Metro Council consider public input and final RTP for adoption

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