

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 3, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*
[Connect with Zoom](#)
Passcode: 765069
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• ODOT-DLCD TSP Funding Program Update (Kim Ellis)	
9:30 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, April 5, 2024 (<u>action item</u>) Send edits/corrections to Marie Miller	Chair Kloster
9:35 a.m.	Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5412 <u>Recommendation to JPACT (action item)</u> Purpose: For the Purpose of Adding Two new ODOT Managed Projects to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements	Ken Lobeck, Metro
9:50 a.m.	2027-30 Metro Transportation Improvement Program (MTIP) Program Direction Resolution 24-XXXX <u>Recommendation to JPACT (action item)</u> Purpose: Review draft program direction and make recommendation to JPACT.	Blake Perez, Metro Ted Leybold, Metro
10:25 a.m.	<i>10-minute meeting break</i>	
10:35 a.m.	2028-2030 Regional Flexible Fund Program Direction – Discussion of Options Purpose: To continue discussion of the options for the Program Direction and outline the next steps in forming a draft program direction.	Grace Cho, Metro Ted Leybold, Metro
11:15 a.m.	Federal Transportation Redistribution Funding to Local Projects and Project Delivery – Introduction and Proposed Options (informational) Purpose: Share and receive input on a proposal for allocation of Redistribution funds awarded to Metro for meeting project funding obligation targets.	Ted Leybold, Metro Grace Cho, Metro
12:00 p.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសម្រាប់សេវាសាធារណៈរបស់យើង។
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2024 TPAC Work Program

As of 4/25/2024

*NOTE: Items in **italics** are tentative; **bold** denotes required items*
All meetings are scheduled from 9am - noon

TPAC meeting, May 3, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- ODOT-DLCD TSP Funding Program Update (Kim Ellis)

Agenda Items:

- **MTIP Formal Amendment 24-5412**
Recommendation to JPACT (Lobeck, 15 min)
- **27-30 MTIP Program Direction 24-XXXX**
Recommendation to JPACT (Perez/Leybold, 35 min)
- 28-30 Regional Flexible Fund Program Direction – Discussion of Options (Cho/Leybold, 40 min)
- Federal Transportation Redistribution Funding to Local Projects and Project Delivery - Introduction and Proposed Options (informational) (Leybold/Cho, 45 min)

TPAC meeting, June 7, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- 2027-30 STIP update (Neelam Dorman)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **Redistribution 24-XXXX** Recommendation to JPACT (Leybold/Cho, 30 min)
- **2028-30 Regional Flexible Fund Program Direction 24-XXXX** Recommendation to JPACT (Cho/Leybold, 45 min)
- EPA Climate Pollution Reduction Grant (Rose, 20-30 min)
- *TriMet FX Plan – Introduction (TriMet Staff tdb, 30 min) possible change to July meeting*

TPAC workshop meeting June 12, 2024

Agenda Items:

- ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
- 28-30 RFFA – Technical Evaluation Criteria – Discussion of Refinements and Inputs (Cho/Leybold, 60 min)
- Project Delivery Training Series – Project Scoping (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)

<p><u>TPAC meeting, July 12, 2024</u> <i>tentative hybrid meeting</i></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Vision (Kate Lyman, TriMet; 45 min) • 28-30 RFFA – Step 2 – Next Steps & Proposed Technical Evaluation Criteria (Cho/Leybold, 35 min) • Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min) 	
<p><u>TPAC meeting, August 2, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA – Step 2 – Updates <p>Agenda Items:</p>	<p><u>TPAC workshop meeting August 14, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Tracker – Introduction to the new Regional Database & RFFA solicitation (informational) (Ted Leybold/Jodie Kotrlík, 45 min) • 28-30 RFFA Proposers Workshop (Cho/Leybold/Lobeck, 120 min) • Project Delivery Training Series – (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)
<p><u>TPAC meeting, September 6, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 28-30 RFFA Step 2 – Call for Projects (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 30 min) • Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min) • Freight Study update (Tim Collins, 30 min) • Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min) 	

<p><u>TPAC meeting, Oct. 4, 2024</u> <i>tentative hybrid mtg.</i></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • EPA Climate Pollution Reduction Grant (Rose, 20-30 min) 	<p><u>TPAC workshop meeting October 9, 2024</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Project Delivery Training Series – Topic TBD (Leybold/Lobeck, 60 min) • ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min) • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro, Carol Chang, RDPO, 90 min)
<p><u>TPAC meeting, November 1, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2028-30 RFFA – Update on Step 2 Applications <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min) • <i>TriMet FX Plan – Program Update (TriMet Staff tdb, 30 min)</i> 	<p><u>TPAC meeting, December 6, 2024</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 24-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min) • Safe Streets for All Update (McTighe, 45 min)

Parking Lot: Future Topics/Periodic Updates

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

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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 24, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: End of March to Mid-April 2024

BACKGROUND

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

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

**MTIP Formal Amendments
April FFY 2024 Amendment
Amendment Number: AP24-07-APR**

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5409

April FFY 2024 Formal Transition Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: AP24-07-APR
Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22728 MTIP ID TBD <i>New Project</i>	ODOT	Northwest Oregon Curve Warning Upgrades (2027)	Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.	<u>ADD NEW PROJECT:</u> The formal amendment adds the preliminary engineering phase for ODOT's Curve Warning Safety Upgrades project to the MTIP.
(#2) ODOT Key # 23612 MTIP ID 71228 <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ADA Curbs and Ramps upgrade project which includes adding the Utility Relocation plus Construction phases. Preliminary Engineering is being completed as part of Key 22978.
(#3) ODOT Key # 23630 MTIP ID New - TBD <i>New Project</i>	TriMet	TriMet Battery Electric Buses Purchase	This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new DEQ CMAQ funded project to the MTIP for TriMet.
(#4) ODOT Key # New - TBD MTIP ID New - TBD <i>New Project</i>	TriMet	Gateway Transit Center Upgrades - TriMet	Supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Congressional approved \$1 million dollars FFY 2024 Congressionally Directed Spending (CDS) project award to the MTIP in support of ongoing Gateway Transit Center upgrades
(#5) ODOT Key # New - TBD MTIP ID New - TBD <i>New Project</i>	TriMet	Columbia Zero Emissions Bus Operations Facility - TriMet	The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and	<u>ADD NEW PROJECT:</u> The formal amendment adds new Congressional approved new \$5 million FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet

			construction of the facility, which will also serve fuel cell electric buses.	to support the construction of the Columbia Zero Emissions Bus Operations and Maintenance Facility in northern Portland on Columbia Blvd.
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Proposed Amendment Review and Approval Steps:

- Friday, April 5, 2024:
TPAC meeting (Notification and approval recommendation to JPACT - Recommended approval of Resolution 24-5409 to JPACT).
- Thursday, April 18, 2024:
JPACT meeting (Approved Resolution 24-5409 and provided final Metro approval recommendation to Metro Council)
- Thursday, May 9, 2024:
Requested final approval from Metro Council for Resolution 24-5409.
- Final reviews and approvals by ODOT, FTA, and FHWA expected to be completed by mid-June 2024.

ADMINISTRATIVE MODIFICATIONS**AM24-11-MAR3**

(March 2024 Admin Mod #3)

Key	Lead Agency	Name	Change
23239	Metro	Carbon Reduction Program Reserve	<u>SPLIT FUNDS:</u> Split \$800k of Carbon funds and combine into new Tualatin Valley Hwy Transit & Development Project – Continued in Key 23623
23623	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	<u>SPLIT/COMBINE FUNDS:</u> Combine \$800k of Carbon funds into TV Hwy in Other phase
23229	Metro	Transit Corridor Development (FFY 2026)	<u>COMBINE FUNDS:</u> Combine \$500k of STBG from Key 23623 to balance UPWP budget requirements
22156	Metro	Next Corridor Planning (FFY 2024)	<u>COMBINE FUNDS:</u> Combine \$300k of STBG-U split from Key 23623. Key 22156 is restored to original programming level before \$300k split was needed to support the Climate Smart Implementation project
21219	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	<u>PHASE SLIP:</u> Slip construction phase from FFY 2024 to FFY 2025
22469	ODOT	US30BY Curb Ramps (Portland)	<u>CANCEL PHASE:</u> Cancel UR phase and adjust construction phase prior obligations
20329	West Linn	OR43: Willamette Dr at Marylhurst Dr (West Linn)	<u>FUND SWAP:</u> Swap CMAQ in UR and construction phases for STBG from Key 23245
23254	Washington County	Council Creek Regional Trail: Enhanced Pedestrian Crossings	<u>FUND SWAP:</u> Swap STBG for CMAQ funds for the construction phase from Key 20329
22128	Washington County	Aloha Access Improvements: SW 174th Ave–SW 187th Ave	<u>FUND SWAP:</u> Add FFY 2023 CDS award to construction phase in place of local Other funds.

AM24-12-APR1

(SFY 2025 UPWP Primary Agreement Admin Mod)

Key	Lead Agency	Name	Change
23588	Metro	Climate Smart Implementation Program Reserve	<u>SPLIT PROJECT</u> Split (\$211,778 of STBG) plus match) and combine into Key 22312 for SFY 2025 UPWP Primary Agreement
22153	Metro	Regional MPO Planning (FFY 2024)	<u>COMBINE FUNDS</u> Transfer and combine all STBG-U into Key 22312

22171	Metro	TSMO Administration (FFY 2024)	COMBINE FUNDS Transfer and combine all STBG-U (\$200,200 plus match) into Key 22312
22147	Metro	Freight and Economic Development Planning (FFY 2024)	COMBINE FUNDS Transfer and combine all STBG-U (\$78,786 plus match) into Key 22312
23233	Metro	Metro Aerial Photo and LIDAR Support (UPWP)	SPLIT/COMBINE FUNDS Split \$70,324 of STBG (plus match) and combine into Key 22312
22154	Metro	Next Corridor Planning (FFY 2022)	COMBINE FUNDS: Transfer and combine all \$43,399 of STBG-U into Key 22312
22155	Metro	Next Corridor Planning (FFY 2023)	COMBINE FUNDS Transfer /combine all \$232,156 of STBG-U (plus match) into Key 22312
22156	Metro	Next Corridor Planning (FFY 2024)	SPLIT/COMBINE FUNDS Transfer /combine \$354,709 of STBG-U (plus match) into Key 22312
22312	Metro	Portland Metro Planning SFY25	ADD FUNDS Update Key 22312 based on SFY 2025 Primary Agreement requirements for PL, 5303, STBG and overmatch.

AM24-13-APR2
(April 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
23510	Gresham	North Gresham Park Path	COMBINE PROJECT: The admin mod transfers and combines the project and funding into Key 23505 (Columbia View Park Path (Gresham)). Key 23505 will remain as a combined project delivering both Keys 23510 and 23505. The combining effort will help enhance delivery and reduce costs.
23505	Gresham	Columbia View Park Path (Gresham) Gresham Park Paths: Columbia View Park and N. Gresham Park	COMBINE PROJECT: The admin mod combines Key 23510 into Key 23505 for enhanced project delivery and to save on costs. Both projects were funded through Oregon Community Paths (OCP).
21606	ODOT	OR224 at SE Monroe St	SPLIT/COMBINE PHASE: The admin mod splits and combines the construction phase into Key 21598 to enhanced project delivery.
21598	ODOT	OR224: SE 17th Ave - SE Rusk Road	COMBINE PHASE: Combine Construction phase from Key 2606 into Key 21598
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	ADD/SLIP PHASE: ADD a small ROW Phase & slip Cons to FFY 2025

Funding for Critical Transportation System Plan Updates

Updated April 11, 2024

As part of the state's [Every Mile Counts](#) initiative to help Oregon meet its greenhouse gas emission reduction goals from the land use and transportation sector, the Land Conservation and Development Commission updated the Transportation Planning Rules (TPR) in 2022. The resulting [Climate Friendly and Equitable Communities program](#) updates planning requirements for Oregon's transportation and housing planning in regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer). The Oregon Department of Transportation and Department of Land Conservation and Development are committed to supporting these jurisdictions with required planning work, including transportation system plan updates.

Funding Available for Transportation System Planning

To support implementation of the updated rules, legislature allocated \$4 million to the Department of Land Conservation and Development (DLCD) for parking reform, community engagement, climate-friendly areas and other land use planning. Additionally, the Oregon Department of Transportation (ODOT) allocated \$18.5 million to support implementation at the local government level. This includes \$15 million allocated by the Oregon Transportation Commission to support critical updates to transportation planning guidance documents, completion of a TPR-compliant multimodal inventory, local transportation system plan updates and ODOT staff time required to support city and county efforts.

Approximately \$7.5 million of that \$15 million is available for local transportation system planning. Staff at the two agencies will continue to pursue additional state and federal funding, including a DLCD \$5 million policy option package; however, additional funding is uncertain.

Allocating Available Funds

Recognizing that current available funding is not enough to support all needed TSP updates at this time, available funds will be prioritized for communities with a deadline in the TPR to update transportation system plans before 2030. This includes communities over 10,000 outside the Portland metropolitan area. In recognition of work already underway – including Climate Smart Communities, 2040 Centers and regional policies – the TPR does not require TSP updates within the Portland Metro area by any specific date. Similarly, there is no deadline for communities under 5,000 in other metropolitan areas, and jurisdictions between 5,000 and 10,000 are allowed exemptions.

The proposed approach also reallocates community engagement work to local jurisdiction staff. This will leverage local expertise and build both the local capacity and community relationships that are key for ongoing equitable engagement. Consultants would provide support for key tasks involving technical analysis, graphics, advisory committees support, translation and interpretation, and other tasks that jurisdictions staff may not have capacity to take on.

How will these strategies work?

Taken as a whole, a combination of the two strategies may create cost savings of up to \$17 million and allow the State to implement a TSP funding program that fits within existing resources. ODOT and DLCD are committed to work on TSP scopes to ensure they comply with the requirements of the TPR, while looking for process efficiencies where possible. This includes efficiencies for local agencies working to address housing needs. ODOT staff will look for ways to use program cost savings to support TSP work within the Portland metropolitan area. We expect to learn much more after the first few TSP contracts are executed.

Next Steps and Continued Support from ODOT and DLCD

- **The TSP funding program will prioritize transportation system plan updates for jurisdictions over 10,000 outside of the Portland Metro area.** These TSP scopes will focus on compliance with the TPR and will shift community engagement activities to the local agency. This will likely increase local match which may be in-kind or direct funding. ODOT staff will reach out to these jurisdictions to confirm timing and discuss next steps.
- **ODOT and DLCD staff will reach out to jurisdictions under 10,000 and in the Portland Metro area** to answer questions, support exemption requests, discuss community planning needs and talk through alternative funding sources like the Transportation Growth Management program. As part of this, ODOT and DLCD will conduct TSP assessments smaller jurisdictions that may pursue alternative funding.
- **DLCD will continue to provide support to 26 communities completing CFEC-aligned planning work** such as community engagement, climate friendly area work, and other CFEC-aligned planning.
- **ODOT will continue to move forward with updating technical guidance, completion of a multimodal inventory and a TSP statement of work template.** We anticipate guidance and early data rolling out in 2024.

For More Information:

ODOT - Theresa.L.Conley@odot.oregon.gov, 541-514-7995

DLCD - Bill.Holmstrom@dlcd.oregon.gov, 971-375-5975

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, April 5, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

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

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
TriMet
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Street Trust
Oregon Walks
Community member at large
Verde
Federal Highway Administration
City of Vancouver
Clark County
Washington Department of Ecology

Alternates Attending

Sarah Paulus
Francesca Jones
Dayna Webb
Will Farley
Gregg Snyder
Neelam Dorman
Glen Bolen

Affiliate

Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Jaimie Lorenzini
Chris Ford
Gerik Kransky
Laurie Lebowsky-Young
Shawn M. Donaghy
Danielle Casey

Affiliate

City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
C-Tran System
Federal Transit Administration

Guests Attending

Anthony DeSimone
 Ari Del Rosario
 Bryan Graveline
 Cody Field
 Jason Lugo
 Jean Senechal Biggs
 Jeff Owen
 Mat Dolata
 Max Nonnamaker
 Russ Doubleday

Affiliate

Clackamas County
 Portland Bureau of Transportation
 Portland Bureau of Transportation
 City of Tualatin
 Washington State Department of Transportation
 City of Beaverton
 HDR
 City of Hillsboro
 Multnomah County Health Department
 Kittelson & Associates

Metro Staff Attending

Ally Holmqvist, Blake Perez, Caleb Winter, Eliot Rose, Jake Lovell, John Mermin, Jonathan Williams, Kate Gregory, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Monica Krueger, Shannon Stock, Summer Blackhorse, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members**Updates from committee members:**

Karen Buehrig announced Clackamas County has reopened the recruitment for Principal Transportation Planner. Contact Ms. Buehrig directly for more information. A link was shared in chat: It is listed under Principal Transportation Planner.

https://hrapp.clackamas.us/psc/recruit/EMPLOYEE/HRMS/c/HRS_HRAM_FL.HRS_CG_SEARCH_FL.GBL?Page=HRS_APP_SCHJOB_FL&Action=U

Neelam Dorman announced the Oregon Department of Transportation Statewide Safety Office is conducting some public engagement to inform the annual highway safety plan that they put together as part of it. There is a traffic safety survey out and open to the public. It's a short 3–5-minute survey getting input statewide. A link was shared in chat: More information available here:

<https://www.oregon.gov/odot/Safety/Pages/Transportation-Safety-Public-Participation-and-Engagement.aspx>

with the link to the 3-5 minute traffic safety survey.

Chair Kloster announced Metro has hired an Associate Planner through our Safe Streets for All program. Anthony Cabadas, who currently works for the City of Portland will be starting at Metro April 15.

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

Fatal crashes update (Lake McTighe) Chair Kloster noted TPAC had suggested including updates that talk about things we're doing in the region to address what has been really concerning. This new format starts today and will be suggested for JPACT as well. Encouragement was given for feedback.

The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given.

As noted, something new is being tried this month. While it's important to honor those people who have died on our roadways and in these preventable and tragic crashes, we also want to remember that we are continually committing to systemic change on our roadway system to prevent future traffic deaths. This is a commitment to safe streets, and we're redesigning our most dangerous streets represented by the high injury corridors to move toward safer speeds, slowing down travel speeds and using a variety of tools to do so. Safe people, that's all of us creating a culture of shared responsibility through education, direct engagement and safety campaigns. As well as focusing on safe vehicles, technology and post-crash care.

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

- **Rest on Red, City of Portland:** pilot technology to help stop excessive speeding during late night and early morning hours when large roads are wide open.
<https://www.portland.gov/transportation/vision-zero/rest-red>
- **2024 Oregon Active Transportation Summit, The Street Trust and partners:** grounding advocates, organizers, professionals, and decision-makers in the shared belief that a better future is possible.
<https://www.thestreettrust.org/programs/events/oregon-active-transportation-summit/>
- **Clackamas County Traffic Safety Videos:** community members meeting monthly to promote traffic safety county wide and safety. <https://www.clackamas.us/meetings/engineering/tsc> and <https://www.youtube.com/watch?v=PW-xBsTB3nM&t=2>

Please reach out with any comments on the monthly fatality report and safety update and/or with any information that you would like to highlight at an upcoming safety update:
lake.mctighe@oregonmetro.gov

Climate Pollution Reduction Program grants update (Eliot Rose) It was announced Metro received a planning grant from EPA to create two climate action plans for not just the region but for the entire metro statistical area. This includes Clark County, Skamania County, Yamhill and Columbia Counties as well as the three Metro area counties. We completed the first planning deliverable and submitted that at the end of February a little bit before the March 1 due date. Actions that we've included in that plan were eligible to apply for implementation grants from a separate funding stream that EPA had also set up for this program. I believe we had five applications go in from our region that collectively are asking for close to a hundred million dollars in grants.

Highlighted were two from TriMet, one for electric buses and one for transit prioritization which is a joint application from TriMet and Metro. One from Washington County, one from Clackamas County. The City of Vancouver and their Vancouver Housing Authority teamed up to retrofit affordable housing units that were owned and operated by those agencies to provide energy and efficiency retrofits to people living in affordable housing. Metro applied for a small five million grant to do the same kind of energy efficiency work on new affordable housing constructed through the TOD program to provide incentives for that to be more energy efficient. The City of Gresham submitted an application to recapture waste methane generated from its wastewater treatment plant.

This is a diverse group of projects that plays across a lot of sections. The state of Oregon and Washington both submitted sizeable packages. Oregon went in between a hundred and two hundred million. The state of Washington went for the biggest grant category, up to \$500 million. Their grants contain a lot of new state programs that invest resources down to the local and regional level in climate work. EPA will announce these in July unless it gets pushed back due to the number of applications to review. The committee was encouraged to contact Mr. Rose for further information:
eliot.rose@oregonmetro.gov

Karen Buehrig noted there are a lot of different moving pieces around actions that we can be doing to address climate change. It was asked what the next steps were regarding the climate pollution reduction planning grant work. It was thought there may be other steps in the process. It was suggested a work group be planned where different items would be presented for deeper conversation and education on the different actions planned. It was noted a climate change implementation funded project moving to a new project about Climate Smart Implementation Program Reserve was on this agenda next. Trying to follow these is hard to keep track of.

Mr. Rose noted there is another round of planning we have to do. After picking our most implementation ready, high impact greenhouse gas reduction projects, which is the scope of the previous plan, we will go back and cast a wider net to do a full comprehensive climate action plan for the Metro statistical area. That process started in March. We plan to continue convening that Climate Partners forum that helped steer the previous deliverable in some form. We're working beyond that, still trying to figure out the implementation plan. A lot of that depends on being on the same page with resources because we want to make sure that we use this planning process to position ourselves for whatever implementation funding may be available. I think we need to do more research for what direction we're heading with the next plan. A review of the federal and state climate related funding sources is a big part of that plan that wasn't as much of a requirement during the first round.

Chair Kloster added we plan to have Mr. Rose return to TPAC to talk about that work plan for this phase two. Phase one didn't follow our traditional processes. This next round would be more typical of planning and making sure people can track progress with proper engagement. Informational discussions can be planned with the committee to weigh in on the work program. There's a lot to learn about the EPA program that is worth the time to learn about. It was asked what the timeline was for phase two. Mr. Rose noted we're hoping to start in summer 2024 in initial conversation in June, July. And then pending EPA's approval of the extension that I just requested will have until the end of 2025 to submit it. I hope to get the extension because they already granted it to Oregon State, and it would be really useful for us to be on the same timeline as the state so that we can continue to coordinate across the state and regional plans.

Greenhouse Gas Emissions updates (Kim Ellis) It was announced there has been two recent court decisions regarding the federal greenhouse gas rule that basically are saying Federal Highways didn't have the authority to set the rule and the target setting in place invalidated them. The rulings came out of Texas and Kentucky. There are another 20 states that have lawsuits on this. So we are temporarily postponing our presentations until we have more clear direction around next steps for this. Presented last month both WSDOT and ODOT have submitted their targets to Federal Highway under what was required in the rule. We had 180 days each at Metro and SWRTC to develop our individual target for each of our MPO boundaries as well as a joint target for our region. Federal Highways has not officially made any statements or announcements about next steps for this rule. We've heard from ODOT staff they're encouraging MPOs in Oregon to continue to go through the target setting process. We will keep you apprised going forward. Ashley Bryers agreed we are all in a holding pattern and will hopefully learn something new soon.

Chair Kloster asked that postponing today doesn't change our ability to meet the August deadline, should we try to still go there. Is there still a JPACT check-in in May? Ms. Ellis noted we were scheduled to go to JPACT in May and Metro Council next week. The Council presentation has been cancelled. We could come back to TPAC at the May meeting and pick the conversation back up and bring forward more specific items for TPAC to provide feedback on to be able to make a recommendation to JPACT

at their July meeting. Links from the court filings were shared:

Texas ruling (read here) <https://subscriber.politicopro.com/eenews/f/eenews/?id=0000018e-855e-dc9c-ab9f-adfe6b270000>

Kentucky ruling (read here) <https://subscriber.politicopro.com/f/?id=0000018e-9f08-dbca-afce-df7d0b480000>

Judith Perez Keniston added we're just waiting for more guidance as well. We appreciate the team work on this to try to figure out how to make this timeline. It may not be the original timeline but it doesn't change our commitment to climate policy in our region. We welcomed federal policy to help us forward. But we already had a climate policy in our region and in our state. Chair Kloster added we'll monitor Metro committee work programs and send out an update if something happens.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from March 1, 2024

Minutes from TPAC March 1, 2024 were approved unanimously with one abstention: Will Farley.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5409

Recommendation to JPACT (action item) (Ken Lobeck) The April 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds five new project projects. Two are new ODOT project grouping buckets (PGBs) focusing on highway safety upgrades. The remaining three new projects belong to TriMet. One project is a new Oregon Department of Environmental Quality (DEQ) Congestion Mitigation Air Quality (CMAQ) federal funded award supporting the purchase of a replacement battery electric bus. The final two new projects are FFY 2024 Congressionally approved Congressionally Directed Spending (CDS) awards. One is a \$1 million award providing supplemental funding to support the Gateway Transit Center upgrades as part of the Better Red MAX Line Extension project. The other is a \$5 million federal award that will support the design and construction of the new Columbia Operations facility. Details on the projects were presented.

Comments from the committee:

Tara O'Brien added a quick clarifying comment and thanked Mr. Lobeck for helping get this in quickly. We had been waiting for months for final appropriations bill to get this money moving. On the Gateway Transit Center, it's not technically part of the Better Bus Project. This earmark is beginning the expansion to other elements of that transit center to prepare for service expansion unrelated to the MAX changes that just happen at Gateway North. We have a lot of transit center improvements underway. This is one of them, much like our Oregon City transit center project, where we're doing a rehab and design to provide the space for service expansion needs for buses.

MOTION: To provide JPACT an approval recommendation of Resolution 24-5409 to add the five new projects to the 2024-27 MTIP.

Moved: Tara O'Brien

Seconded: Dyami Valentine

ACTION: Motion passed unanimously with no abstentions.

2024-25 Unified Planning Work Program (UPWP) Resolution 24-5399 Recommendation to JPACT

(action item) (John Mermin) The presentation included a brief overview of the annual Unified Planning Work Program (UPWP) of what is included or not in the document. Staff is asking TPAC for recommendation to JPACT to adopt Resolution 24-5399 that includes 2024-25 UPWP (Exhibit A), and Self-certification findings that demonstrate that Metro meets federal planning regulations (Exhibit B).

Comments from the committee:

Neelam Dorman acknowledged the effort on this and the very thoughtful and thorough responses to the many comments provided in the UPWP during the review process.

Karen Buehrig added appreciation for the work put into this effort. One small request was made to have page numbers added to the bottom of pages. There's an index that gives page number for projects. But when the document was printed it didn't print the page numbers. That would be useful to have added. There is a lot of good information, and it was appreciated where cross-outs were made so additional language was seen. Details related to project costs which is informational were mostly found at the end. Mr. Mermin noted the clickable table contents will connect you to the project narrative until the actual page numbers are added for the printable and final version.

Eric Hesse added appreciation as well. An additional request for information related particularly to the Climate Smart implementation piece. I think just knowing that there was some of the USDOT climate pollution reduction funds allocated to Metro for use on that could be written up somewhere in there. Some of the tools and other development coming out of the RTP could be part of how we think about the work plan and understand how we're moving forward with our climate analysis and action in the region. I see other linkages to elements of the research with development of the next level model or activity next generation model.

MOTION: To provide JPACT an approval recommendation of Resolution 24-5399 adopting a UPWP for the Fiscal Year 2024-25 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

Moved: Eric Hesse

Seconded: Neelam Dorman

ACTION: Motion passed unanimously with no abstentions.

Meeting break for 5-minutes

2028-2030 Regional Flexible Funds Allocation (RFFA) Discussion on Initial Options (Ted Leybold)

The presentation began with a background review of what the Regional Flexible Funds Allocation (RFFA) represented and where in the 2028-30 RFFA process we are currently. The RFFA program overview was provided showing components, policy directives and structure, and available funding. Committed:

- Bond repayment - \$52 million
 - Regionwide programs & planning - \$41 million
- Discretionary – estimated \$60 million
- Defaults to Step 2 capital grants if no new Step 1 initiatives

Program direction options were reviewed.

- New Bond allocation
- Step 2 Evaluation Criteria

- Project Design as stand-alone evaluation element
- Step 2 RFFA Cycle Objectives

Each was described in detail with possible scenarios, principles, evaluation criteria including new objectives for climate action and resilience and thriving economy. Step 2 Project Design Evaluation and Cycle Objectives were given. Timeline of the RFFA program direction development was provided.

Comments from the committee:

Karen Buehrig asked to speak first to the options around how Step 1 and the bond repayment and the different options there. There's a lot of things to be considered as we move forward to thinking about whether or not there should be kind of a next bond. Is this a good time with regards to cost of money? A few items that I think will be important is how that money will be spent. I know there's direction here such as objectives about how the money will be spent if we go forward. I think people will want to know what the money will be spent on.

In the packet it said the projects will be included as part of the engagement process for 2025. I think this was the regular engagement process with the whole package. How do we get there? Another comment is sometimes Step 2 ends up being a remainder of what's not spent in Step 1, and perhaps we should have a direction that says the amount in Step 2 should increase at the same rate or more as the other programs are increasing. As in Step 1 we're saying that they're generally increasing at about 3%. We should also make sure that our Step 2 amount is increasing at least that 3%. I think about it in that way because we don't want less being spent on Step 2 because we've made these greater commitments in Step 1.

Eric Hesse asked for clarification on the intent of the program direction that would move beyond the principles around how the bond would be spent through the public comment process. I think it was suggested naming one or more projects that might be funded or it's maybe up to us in the direction, or maybe the Metro staff proposal envisioning that process and would refine in time for the public comment period. What's the range of that intent? Mr. Leybold noted what we're trying to describe is that a proposal will be developed that will say here's the bond amount that we're going for the projects that would be spent on, and a more refined estimated bond payment schedule for adoption. And then that proposal would then be put forward for the public comment process.

Mr. Hesse appreciated the summary since it was a struggle with the numbers, which was appreciated you put in the memo. I think the summary was helpful in the sense showing how those numbers dipped. I will note that maybe having some different calculations there might help see how different scenarios would potentially vary. But maybe the summary is sufficient now in terms of the risk knowing we need to dial in the assumptions much more closely. Regarding the concern around current cost of money and rates, can you clarify when this bond would likely be paid given the timing of this being 2028-30 money. Does the bond action occur in 2028 or sometime between them?

Mr. Leybold noted when we were looking at our estimated costs, we were assuming that would be driven by the needs of the project selected for funding in terms of when they actually need those revenues to be provided to the project. That's when you would time the sale of the bonds against it and then the rates would be locked in at that point. We had our finance team look at it in terms of today's rate with a little bit of a fudge factor just to give us a rough estimate. At this point the timing of that will really be driven by the projects selected and the needs of those projects for funding.

Mr. Hesse noted just to be sure I'm tracking I believe that means too it could well proceed the 2028 to 2030 that would be using some of these current funds in the way that you have laid out in the MTIP that is almost constantly getting reprogrammed and rebalanced. I think that it also wouldn't mean alteration to any of the current commitments there. It would really be more how we're managing those funds and then we'd be able to recognize and pull back and forward from the 2028 some of these funds. This makes for better understanding on implications.

Tara O'Brien asked for clarification that you were looking for feedback on these principals today so that we can move forward with beginning to talk about what those projects would be, so that we're beginning to have a broader overall picture. I know there's a longer list on page two, page 60 of the packet, of some things of what would inform the decisions around projects to go into a bond. It sounded like Metro was generally pointing towards the staff recommendation being that middle of the road option of a 50-55 million amount rather than the no bond or the larger potentially riskier option. I think that sounds reasonable. I'm interested in others' perspectives on that.

From TriMet's perspective this is one area that we have a long history of being successful and using these funds to significantly leverage larger capital grants. It's one of few sources we consistently have looked to for help kick off project development for these big capital investment projects. So we're certainly hopeful to continue doing that in these Step 1A funds. One note to add is not seeing constructability making sure we're putting these project funds towards things we're ready to build, that can make a big impact because it would be expensive to borrow these funds. I think that's generally accounted for in there but wanted to be sure we're reflecting that.

Dyami Valentine shared similar thoughts in terms of project readiness. What are those eligible projects and timing wise in terms of what projects might come forward and if this is the right time to advance an additional bond liability on our RFFA funds. What potential projects might be out there and where are we as a region in terms of delivering a project. Maybe we need to continue thinking and understanding not just the process but from a timing standpoint, can we do that in a timely manner to inform the public conversation. Clarification was asked on table two in the memo and the forecast numbers. The flat revenue forecast versus reduced revenue forecast, the numbers and the impacts on Step 2 seemed reversed in some of the later years. I was surprised that under the reduced revenue forecast Step 2 implications would be, in the out years, have a higher impact. I'm assuming that's available funds that are remaining for Step 2, correct? Mr. Leybold agreed. It was noted the flat revenue has lower revenue in the out years.

Ted Leybold noted that was just a scenario of the flat continued all the way from today's levels out to 2039. This was showing one scenario for the federal approach we're able to basically limp along at the existing levels. There's no real consensus to change but there's no either way as opposed to the reduced revenue scenario where today's federal authorization levels have a higher level of contributions from non-transportation revenue sources such as the general fund, that there might be a movement to sort of reduce in the short term, that general fund contribution. If we did that a likely outcome would be you'd still use some level of historic growth from that new starting point that's lower to grow at traditional levels. Traditionally we've been growing at about 2-3% per year at the federal level, mostly due to increase in transportation related fees and revenues. It would start to grow again from that lower level. That's why those outer years would then be catch up and maybe even past that flat line scenario.

Eric Hesse noted from Portland's perspective it was appreciated having this proposal on the table recognizing how these funds have been used over time and how it responds to the past pretty consistently with direction from JPACT and Metro Council around this opportunity of leveraging federal funds. I appreciate the conversation around risk and timing considerations recognizing the funding is available. We just completed the HCT strategy update over the last number of years. And in the RTP we have some key priorities and there are significant levels of funding, for example the climate investment grant program that we can be leveraging at record levels. These can be significant funds in addition to the sort of big match on construction funds which may be at historic highs to add to local and regional matches. There's also the ability to start matching earlier for project development and moving projects forward. But you need to demonstrate the financial capacity to get into those federal programs to be able to get those matching funds going. This is a really important strategic opportunity. I think the principles lay out a pretty good balancing act of recognizing the risk factors and the opportunities and is well framed for JPACT's consideration s well as information to help us think though that.

Karen Buehrig noted it would be helpful as we get to that JPACT decision to be clear on which elements of this specifically around the bond decision they will be making in June vs things that will happen across time similar to Step 2 projects. I think it would be difficult for us by June to understand which pathway, which amount to go with in respect to the bond because that will be influenced by the projects that are appropriate to be paid for by the bond. As we think about how we're shaping the question to JPACT in Jue and questions to be answered during the Step 2 process it may be similar to how projects are selected for Step 2. It might be a pathway to decision making over the next year.

Neelam Dorman noted something that would be helpful would be to see how the previous bond effort penciled out. What was done, what was the rate of borrowing, what was the final cost of everything. More importantly what we got from it. I saw the list of projects but it's a little hard to digest that as we invested through this bond measure a million dollars, and with that million dollars we were able to leverage \$20 million from other things. Just seeing that as a clean comparison of how this last bond process worked would help me better understand what our potential gains could be on the risks that we're taking, borrowing at a higher rate, and also just borrowing in general.

Mike McCarthy wanted to reiterate a question heard earlier regarding which projects and what's the specific need for the money now. I think it will help the JPACT discussion. The other question I have is considering past projects that often seem to take a lot longer than initially expected so the money ends up getting spent sometimes several years after it was anticipated to be spent. How does that factor into the assumptions and kind of projects here? I can think of a couple projects that we got funding for in 2012 that are just starting construction now and was anticipated to be spent in 2015 where it's actually going to be spent several years later. As we're looking at the projects coming up are we anticipating some sort of a lag in when they actually get done and when the money actually gets spent? Or are we expecting them all to go on schedule?

Mr. Leybold noted the timing of the bonding is really tied to the project schedule itself. You don't sell the bonds and commit the money and receive that money. The bond proceeds when you're into the project development schedule. The exact costs are driven by that project schedule. And when you lock those rates in. I was just doing some scenarios just to show you the relative risks. But I would say those projects tend to be closer to on schedule than many of the delays we've seen at community level projects that have often run into unanticipated troubles with the federal aid

process. The timing of the bond sales with project delay doesn't mean we sit on the money. The bonds are sold when permitting and projects are ready to go.

Tara O'Brien wanted to follow up on Ms. Dorman's question because yes, the last page of the packet has some details about generally the projects that have been funded but not how this contributed to the overall amount and of the CIG projects and how we use this as match. Noting Metro will be providing details on all the Metro programs and the outcomes from them at the workshop next week, it would be helpful for us to prepare any additions to share or work with Metro teams on more details on what we've been able to accomplish with that in the future. It would help tell the story of how this money has been essential to building out our transit system. Mr. Leybold agreed that would be helpful and we can work with you on this. It might not be possible to have everything prepared by next week, but we can provide something preliminary or of that nature soon.

Eric Hesse noted overall from Portland's perspective the proposed additional thriving economy, climate and resiliency measures seem a good solid starting point. Knowing some of those get a little more dialed in and refined about how they get measured in the thresholds. I think those are appropriate, consistent, and relevant and I express support for that at the proposed option element. Regarding the program direction or program goals, one note I'd make is a typo on the slide, just so there's no confusion. I think that the two amounts or the two bullets referring to the amounts duplicated the project development. I will note I wasn't fully recalling that those thresholds were in place and looking at past awards it doesn't seem that was always enforced. It was asked if there are any other comments around how firmly Metro intends to hold those in because there were at least a number of awards sub \$3 million last round. Just recognizing inflationary pressures and maybe reasonable, but just to understand that proposal and think maybe have some questions around whether that million-dollar threshold for project development is appropriate or not that may be a little high there.

On the construction piece where if you receive funds for construction previously, you would not be eligible this time. I would note the intent around ensuring that new projects are coming into the fold. However, at least in this cycle, we might need to consider the inflationary impacts and what that's meant for being able to deliver the projects that we've previously funded and allocated toward. And whether there could be some important consideration by JPACT and Metro Council on at least for this cycle we might need to recognize there could be a need for some additional funding if new cost estimates have been refined since the last time. It was suggested having opportunity for others to identify as we're developing our projects, recognizing we need to do it this spring, that there may be important gaps there to close, so we are following up on previous commitments successfully, could be an important consideration before we endorse that concept.

Will Farley noted the evaluation criteria were good and were well set up. There are concerns about the cycle objective's part. The two that we had in there were to foster greater impact towards the five goals by encouraging larger project proposals. But in that same idea we wanted new opportunities to compete and giving smaller jurisdictions assistance. They seem to be counter to each other the way they are set up. Increasing the minimums goes against some of the smaller jurisdictions being able to compete because not all the smaller jurisdictions can easily go in for a million-dollar minimum on project development or \$4 million capital projects. I feel like encouraging the larger project or if the goal is to really have greater impacts towards the five goals, not larger projects, a larger project proposal is not the only way you can take big bites of the apple, or you can

take a lot of small bites of the apple and still have a great impact. I feel the minimum changes don't make sense if we want to encourage other, smaller jurisdictions to have a chance at this money.

Karen Buehrig had a question related to table three, the technical evaluation criteria. For the most part the changes look good. On the first one for equitable transportation, it says meets a transportation need identified by the community. I'm looking for more input on how that would be shown and are identified knowing that all these projects are projects that are in the RTP and on transportation system plans. How would that be evaluated? Has thought been put into this or would that be something that would be talked about further during the criteria process?

Mr. Leybold noted we can provide more detail. My recollection is what we're looking for there is that there was some identification during your local planning process that the equity communities themselves identified the project as a priority for them. That could be through a planning process or through other means as opposed to simply saying that was identified at the agency level. It's just identifying that there were support from that affected communities that this is important to them. I think that's the concept.

Ms. Buehrig wanted to make a couple of comments regarding the Step 2 cycle objectives. I agree with Mr. Farley about the minimum amounts and going up, and perhaps what we need is information about the experiences that have been had for those groups for the projects in the last cycle, or maybe we have to look back at different levels for required match. Perhaps examples behind more information about why those were increased. Right now, it just looks like it was increased. It's not clear why a smaller project is creating more challenges at these amounts.

Concern was noted about the subregional application limits being reduced by two by each sub region. Have we been having a problem with too many applications? I think in the last cycle it was complicated by the fact that we also had the parks bond applications that we were trying to balance as we were doing the RFFA process. So that was more applications. It wasn't in the packet how many each sub region already has but I will call out four in Clackamas County. We have smaller cities and reducing it by two for the county means that potentially limits the opportunity for our various cities to apply vs Portland that if they are reduced by two still have a handful they can submit as a city. We wouldn't want that automatic reduction in the number of applications that are accepted to impact negatively small cities. Again, it would be helpful to know, ha the number of applications truly hindered the process, has this been a problem in the past and how will this help the process run better.

Jay Higgins noted we shared concerns that Ms. Buehrig, Mr. Farley and Mr. Hesse brought up around the adjustment of project sizes. It was agreed we don't have info to make a decision about whether those are problems or not. Maybe the idea of getting just bigger projects is great but we haven't seen enough to know if we are actually solving that problem by changing those numbers. I want to bring up a different piece which was around the design criteria. I didn't understand what design criteria was going to do. My assumption is that when you get your RFFA grant your grant agreement tells you that you must design to the Metro design guide. Could you tell me what the design guide piece is going to do and how that works?

Mr. Leybold note that's something we can come back with more explanation. Generally, when you apply and you're putting in a particular facility, you need to comply with the guidelines, but you don't necessarily have to put in a facility that would be consistent. There's also lots of flexibility in

the design guidelines. If you have limited right of way, for example, you can get the exception of not including a particular element. But including that element could get you additional points in some of the particular rating of the project application. I think that's what we were trying to get at, is pull that out from its inclusion in the different RTP goal areas because that wasn't as clear. If you did include those that could provide you that flexibility of getting more credit when that particular design element applies to multiple goals. Mr. Higgins agreed with the idea when things reach multiple goals. I'd like to see more about it because not all our past applications have been that level of detail. Know that influenced your score means you do a lot more design work of flow.

Sarah Iannarone wanted to comment on the program direction options and the technical evaluation and design criteria. Since I'm a community rep at this table it is important to remember that equity priority communities are not a monolith. I think we will want to explicate some of that community priorities being established, especially if there are competing demands across different sets of needs. So we want to be clear about how we do that work because to do it thoroughly I think we have to be transparent and accountable in that as well. A little bit more clarity on that would be helpful further down in the climate action.

Let me back up to safe systems. When you see that you have reduced fatal and serious injury crashes for all modes of travel, and we're going to carry those criteria over into the next RFFA cycle, I wonder what the consequences will be. Since we're carry forward criteria and we've had investments in the past and we're not seeing reductions in fatal and serious injury crashes, I wonder if there's any consequence when our partners and jurisdictions have applied for these funds and that our serious injuries and crashes continue to increase. I would be nice to see accountability in terms of Vision Zero in the safe systems approach because if we're not actually reducing fatal and serious injuries and crashes through our investments then we will need to recalibrate. I think accounting with funding for safe systems and effectiveness would be better to understand.

Another question I had was about increasing the stability of existing critical transportation infrastructure under the climate action resilience category. I wonder if that's for all modes equally again, or if it's for our priority multimodal modes. Low carbon modes and freight, or if motor vehicle and drive alone trips were included in that because there are different levels of stability, for instance roadways where certain types of movement is prioritized, where we might want to not prioritize spending, maintaining infrastructure for drive alone trips, but we would want to maintain infrastructure for multimodal and other types of travel. Again, clarifying critical to whom and for what mode.

Another concern, following up on Mr. Higgins point around the design criteria and how we're going to implement that here would be the part about supporting future population employment growth demands. One of the things I've seen over time is us defer defaulting to VMT reduction per capita to accommodate for population growth, which doesn't actually reduce our overall VMT as a region. I understand that VMT per capita is what we're trying to address through the 2023 RTP update or at least what's ensconced there. But I think that supporting future population growth shouldn't just entail driving age just having that growth be accommodated in terms of SOV trips. I want to make sure that VMT per capita, as we have it outlined in the RTP update, isn't actually increasing our VMT overall if we're accommodating for population growth.

Indi Namkoong agreed with Ms. Iannarone's point - who is included in "the community" (or who isn't) is a critical data point if we're claiming there's community support for a project. Evaluating the

response is still likely somewhat holistic, but at minimum applications should demonstrate how project sponsors are answering that question, make sure it's not just a "yes/no" box to check. Mr. Hesse appreciated this point. I also wonder about connecting that measure to the priority investment categories identified during the 2023 RTP update through the focused community engagement.

Mike McCarthy wanted to add to a concern brought up about the limit on the number of applications. We have a lot of cities in Washington County, and we also anticipate the county submitting multiple applications for valid projects. A couple of our cities are big and could have multiple applications within them. And with these numbers it looks like we'd be in a position where we'd have to tell a city we're unable to forward their application. We need to make sure that we allow enough applications to get all the valid projects in. We don't want to have to cut off valid projects.

Mr. Leybold noted with what we've done in the past the limit was high enough last cycle that this wasn't an issue at the county coordinating committee level. I know in cycles before that there have been discussions at the county coordinating committee level where if it looked like there were more applications coming in than the limit, then the county coordinating committee sorted out what the priorities were for submission. Mr. McCarthy noted he understood the desire to reduce the number that have to go through the scoring process and have to be reviewed, but I think reducing it in that level particularly for counties like ours that have lot of cities is a problem. I can understand asking within particular agencies for them to prioritize but asking for a city "A" gets their application submitted and city "B" doesn't is a problem.

Eric Hesse wanted to follow up on the thread around the sub regional limits. Clarification was asked what the proposed number would be for each sub region. Mr. Leybold noted that in the last cycle any of the sub regions didn't meet the maximums and would have been good under the proposal for a reduced amount. The technical assistance and the pre-application concept options were noted. It was asked if the intent for Metro staff with the pre-application is tied to those interested in technical assistance. Is it voluntary, maybe like TGM where you get some pre-review and some support, or is it a new requirement that would be for all intending to apply? If so, what is expected at this point?

Mr. Leybold noted we haven't talked through whether to make that a requirement or not. I think the initial idea as part of it if we're going to provide additional technical assistance to small jurisdictions so that there would be some way to help with that. It might be mandatory for someone to fill out a letter of intent to get them qualified for that technical assistance so that we knew how to scope that technical assistance and budget for it. I don't think we have internally discussed or made any commitment around whether it would be a new requirement for everybody vs voluntary.

Mr. Hesse thought from Portland's perspective the more voluntary as pipeline toward technical assistance would be preferable because this is a pretty quick process already and we are on a tight timeline to be prioritizing internally with the projects that we think we should be developing to advance. This would imply another additional early step for the coordinating committees. And project endorsement with council action could be problematic. We appreciate trying to help respond to those clear requests you've gotten around providing some additional technical assistance. A question was asked regarding funding dependency around this technical assistance money. Could you add more clarity around how the timeline or proves for that is intended to work. Is that something you're hoping to specify how much funding and from where in this program direction.

Mr. Leybold noted it would somehow come out of the federal funds that get allocated to us, and I'd hope to make that decision by this summer. I don't think we'd have all the details nailed down as part of the project direction decision in June or July, but we'd have a good description of it, and certainly better understanding.

Mr. Hesse noted from our perspective we appreciate the intent and interest, especially smaller jurisdictions recognizing that Portland has some more capacity than others. It was noted to keep an eye on how big that pot becomes relative to the grants we're trying to award. I wouldn't want to spend all the money on the application process or not all the money, but a significant chunk of the application process constraining them, what we can do with the funds, implementation wise.

The last point I'd make is regarding the design criteria. I appreciate the questions being raised and Metro's intent to help. I think some of the benefits are compelling and interested in ensuring additional clarity. Moving forward we would want to encourage best practice, building on the important livable streets, guides and others while also being context sensitive, including recognizing where some of those practices just aren't physically possible in right of ways and those various things, ensuring they are embedded in those guides in the process to date, but making sure that appropriate level of contact sensitivity doesn't unnecessarily punish projects while trying to still reward those that are implementing best practices when they have that option.

Mr. Leybold noted the numbers that people are interested in specifically were found regarding previously limitations. If we reduce the number of applications by two for everybody as proposed, that would be 10 applications for the City of Portland, nine applications for Washington County and their jurisdictions, eight applications for Clackamas County and their jurisdictions, and seven applications for East Multnomah County. That is what they would be if we move forward as written in the proposal.

Allison Boyd wanted to add to the discussion about the minimum funding request. I would want to see a little bit more about if we are solving a problem. I think the project development one particularly would be good to look at if that's necessary. I wonder if it would hinder how nimble we are in the late stages of the selection process and using all of the funding and being able to allocate those smaller amounts after we've picked the projects. That would be good to look at a little bit more. I wanted to get more information about how you're looking at the part about projects which received funding for construction would be ineligible in the next cycle. I'm not sure how you're defining projects because I think for us part of our strategy a lot of times might be to phase out work along the same corridor because we won't be able to get the full amount that we need for the corridor in one shot. So we'll have projects to go along. Would you be considering that the same project or are you just looking specifically if we needed to come back and ask for more money to complete a project with that scope of work from the previous cycle?

Mr. Leybold noted I think what we're intending is the latter. If you said you were going to build something but then coming back this cycle and saying we were \$3 million short of what we said it was going to cost that wouldn't be eligibility to need to wait another cycle. Again, this would be for construction awards, not for if you received a project development award in the last cycle, you could certainly come back this cycle and ask for construction phase. Ms. Boyd agreed that made sense. But it would also make me want to look at some kind of process we have in those later stages of the selection since a lot of times the amount that an agency will request can't be fulfilled. There's kind of that decision to do you want to take a smaller amount and then you might get into your project and

realize that's not going to work. You can always reduce the scope, but I would want to consider how that affects the offers that are made on the requests from the funding allocation perspective. I would add the items that are added to the criteria under the goals areas makes sense. However, it will depend a lot on the specifics of how those are measured. I look forward to getting more information on that as we move forward in the process.

Dyami Valentine wanted to reinforce the concerns raised earlier about limiting the number of applications sub regionally. Ditto to those comments. Especially for Washington County and Clackamas County where we have multiple jurisdictions and other partners that are going to be seeking funding that is a hamper to limiting those opportunities. As far as the design criteria goes, I appreciate and will build on what Mr. Hesse noted with the aspect of context sensitivity being important. I appreciate the concern Ms. Iannarone raised and would want to maybe reframe that as I think it's important to account for future land use considerations and accounting for that future context or aspirational context. I appreciate that element. I think that might be the intent of what that criteria were looking at so maybe just reframe that a little bit.

In terms of the cycle objectives, I agree with the concerns raised in terms of the minimum threshold increases. I think especially around project development maybe just offering some clarity around increasing the threshold changes with the scope of project development. Maybe we need to frame what the expectations around where projects be as a region what we're hoping to get projects to X level of design or readiness. Some additional thinking on that if that's the intent. Otherwise, it does present a pretty substantial barrier to advancing priority projects especially for our smaller jurisdictions.

I agree with Mr. Hesse's comments and have questions around the process and capacity for incorporating a pre-application process just because that does add some additional layers and making sure those conversations are effective and robust. Does Metro have staff capacity to be able to provide that feedback in a meaningful and timely manner? Maybe you could articulate what that might look like from a timing standpoint. I think that would help in providing additional direction.

Mr. Leybold acknowledged there was a lot of information given to the committee today and appreciated all the input received. If you have additional thoughts or want to provide additional clarity you can reach out to myself or Grace Cho. There will be more discussions next month where hopefully responses to these inputs can be presented. The TPAC workshop on April 10 is regarding the process. The focus of that workshop is going to be on further explanations of the benefits and outcomes that have been achieved through the different Step One B statewide programs and planning activities. You've had one of those briefings at the last workshop from the Transit Oriented Development program. We will run through the other programs and the regional planning activity, corridor planning activity as well.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:17 a.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 5, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/5/2024	4/5/2024 TPAC Agenda	040524T-01
2	2024 TPAC Work Program	3/29/2024	2024 TPAC Work Program as of 3/29/2024	040524T-02
3	Memo	3/25/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: Mid-February through mid-March 2024	040524T-03
4	Draft Minutes	3/1/2024	Draft minutes from TPAC March 1, 2024	040524T-04
5	Draft Resolution 24-XXXX	N/A	Draft Resolution 24-XXXX FOR THE PURPOSE OF ADDING FIVE NEW PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	040524T-05
6	Exhibit A to Resolution 24-XXXX	N/A	Exhibit A to Resolution 24-XXXX	040524T-06
7	Staff Report Memo to Resolution 24-XXXX	3/28/2024	To: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: April FFY 2024 MTIP Formal Amendment & Resolution 24-53XX Approval Request	040524T-07
8	Attachment 1	N/A	Attachment 1: Curve Warning Scoping List	040524T-08
9	Memo	3/29/2024	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2024-25 Draft Unified Planning Work Program (UPWP) - Exhibit A to Resolution 24-5399	040524T-09
10	RESOLUTION NO. 24-5399	N/A	RESOLUTION NO. 24-5399 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2024-25 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	040524T-10
11	Exhibit A to Resolution 24-5399	March 2024	Exhibit A: DISCUSSION DRAFT 2024-2025 Unified Planning Work Program	040524T-11
12	Exhibit B to Resolution 24-5399	N/A	Exhibit B: 2024 Metro Self-Certification	040524T-12

13	Staff Report for Resolution 24-5399	4/5/2024	STAFF REPORT IN CONSIDERATION OF RESOLUTION NO.24-5399, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2024-25 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	040524T-13
14	Memo	3/29/2024	TO: TPAC and interested parties From: Eliot Rose, Senior Transportation Planner and Kim Ellis, AICP, Principal Transportation Planner RE: Potential approaches to Federal greenhouse gas emissions reduction target setting and performance monitoring	040524T-14
15	Reports	N/A	WSDOT and ODOT State Initial GHG Target Reports	040524T-15
16	Fact Sheet	April 2023	OREGON TRANSPORTATION EMISSIONS Website Analysis Factsheet	040524T-16
17	Handout	2/22/2024	Coordinated Timeline for Meeting New Federal Greenhouse Gas Performance Measure and Target Setting Requirements	040524T-17
18	Memo	3/29/2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner, Metro Ted Leybold, Resource Development Manager, Metro RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction Options for Step 1 and Step 2	040524T-18
19	Attachment 1	3/23/2024	Attachment 1 – Summary of Input Received on the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction	040524T-19
20	Attachment 2	N/A	Attachment 2 Supplemental RFFA Program Information – Response to Step 1 Questions	040524T-20
21	Presentation	4/5/2024	March traffic deaths in Clackamas, Multnomah and Washington counties	040524T-21
22	Presentation	4/5/2024	April 2024 Formal MTIP Amendment Resolution 24-XXXX	040524T-22
23	Presentation	4/5/2024	2024-25 Unified Planning Work Program	040524T-23
24	Presentation	4/5/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Program Direction Overview & Input Received	040524T-24

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING TWO NEW) RESOLUTION NO. 24-5412
ODOT MANAGED PROJECTS TO THE 2024-27)
MTIP TO MEET FEDERAL TRANSPORTATION) Introduced by: Chief Operating
PROJECT DELIVERY REQUIREMENTS) Officer Marissa Madrigal in
concurrence with Council President
Lynn Peterson

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

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

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

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

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

WHEREAS, the Oregon Department of Transportation (ODOT) is adding two new projects to the MTIP which include a Great Streets program funded safety upgrade project and a Carbon Reduction Strategy funded I-205 Bus on Shoulder Lane project; and

WHEREAS, the ODOT's North Lombard Street safety upgrade project from North Delaware Ave to North Denver Ave includes \$3.3 million of federal plus matching funds supporting preliminary engineering, right-of-way, and utility relocation activities with the construction phase to be added in the next State Transportation Improvement program cycle; and

WHEREAS, the North Lombard Street project will design and various complete street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.; and

WHEREAS, the Oregon Transportation Commission's approved State of Oregon Carbon Reduction Program includes \$2.5 million of appropriated Carbon funds to design and implement a Bus on Shoulder Lane project on I-205 from Sunnybrook Rd to Stafford Rd and utilize existing ODOT right-of-way; and

WHEREAS, ODOT's proposed delivery schedule requires the I-205 Bus on Shoulder Lane preliminary engineering phase to obligate the programmed federal funds before the end of September 2024 to be ready to start construction during federal fiscal year 2025; and

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

WHEREAS, on May 3, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 23, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

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

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5412

May FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MA24-08-MAY

Total Number of Projects: 2

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

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

Proposed Amendment Review and Approval Steps:

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



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

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

Project #1

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

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

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

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

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

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 2,454,720					\$ 2,454,720
AC-STBGS	ACPO	2024		\$ 77,205					\$ 77,205
State STBG	Y240	2026			\$ 498,594				\$ 498,594
State STBG	Y240	2026				\$ 311,622			\$ 311,622
Federal Totals:			\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141

State Funds

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

Local Funds

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

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

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

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 2,531,925	\$ 498,594	\$ 311,622	\$ -	\$ -	\$ 3,342,141
State	\$ -	\$ 289,790	\$ 57,066	\$ 35,667	\$ -	\$ -	\$ 382,523
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,821,715	\$ 555,660	\$ 347,289	\$ -	\$ -	\$ 3,724,664

Phase Composition Percentages

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

Phase Programming Percentage

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

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

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT Great Street program approved funding	
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. The funds are being split from Key 23310 and committed to 23636.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program manager approval	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	USBY30	4.50	5.20	0.7 miles
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	North Lombard St	North Delaware St	North Denver St		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID #1 and Name:	(ODOT) ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description #1: <i>The North Lombard Greats Streets upgrade project can be considered a subset of two RTP constrained entries as shown at right)</i>	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.
RTP Constrained Project ID #2 and Name:	(Portland) RTP ID 10299 - N. Lombard Corridor Improvements: Local Contribution to State-owned Arterial (North Richmond St east to MLK)
RTP Project Description #2:	Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments.

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

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	North Lombard St	No designation
Functional Classification	Yes	North Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	North Lombard St	4 - Minor Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.2 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

Project Name: US30B: (N Lombard St) N Delaware Ave - N Denver (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	3.05%	86,041.36	89.73%	77,204.91	10.27%	8,836.45	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	96.95%	2,735,674.00	89.73%	2,454,720.28	10.27%	280,953.72	0.00%	0.00
	PE Totals			100.00%	2,821,715.36		2,531,925.19		289,790.17	
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	555,660.00	89.73%	498,593.72	10.27%	57,066.28	0.00%	0.00
	RW Totals			100.00%	555,660.00		498,593.72		57,066.28	
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	347,288.00	89.73%	311,621.52	10.27%	35,666.48	0.00%	0.00
	UR Totals			100.00%	347,288.00		311,621.52		35,666.48	
Grand Totals					3,724,663.36		3,342,140.43		382,522.93	0.00

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

MPO: Non-MPO
Applicant: ODOT

Work Type: BIKPED
Status: BUCKET OF FUNDS

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

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

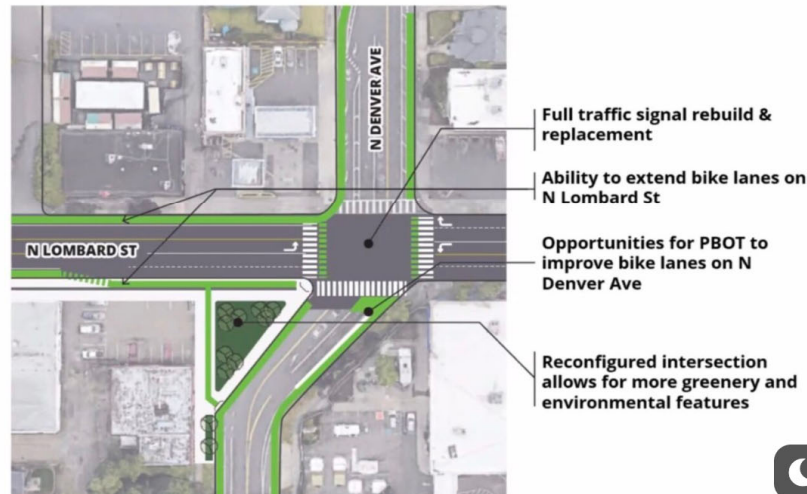
Footnote:

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



Great Streets: N Lombard St & N Denver Ave

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

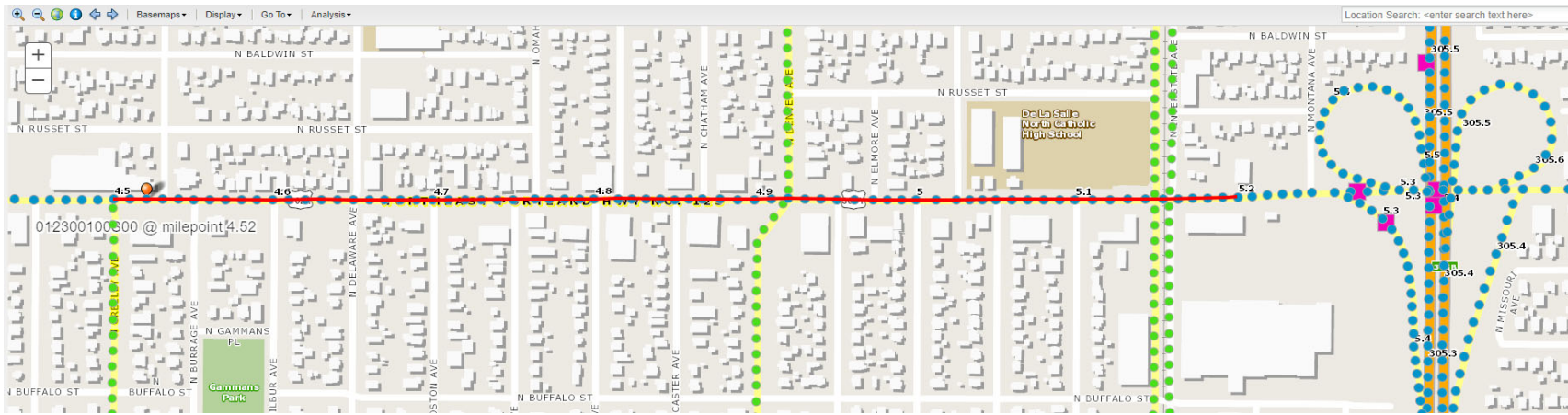




N Lombard looking just east of Delaware. Note the bike lane ends and there are two general purpose lanes ahead.

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

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





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

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

Project #2

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

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

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

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

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

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

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

Phase Funding and Programming

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

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

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

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

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals		\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Total Estimated Project Cost								\$ 2,215,695
Total Cost in Year of Expenditure:								\$ 2,215,695

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The construction phase programming will be added later (probably as part of the next STIP).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 254,613	\$ -	\$ -	\$ 1,733,530	\$ -	\$ 1,988,143
State	\$ -	\$ 29,142	\$ -	\$ -	\$ 198,410	\$ -	\$ 227,552
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.49%	0.0%	0.0%	78.24%	0.0%	89.73%
State	0.0%	1.32%	0.0%	0.0%	8.95%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	12.81%	0.0%	0.0%	87.19%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Carbon Reduction Program funding approved by OTC.
2. Does the amendment include changes or updates to the project funding? Yes. The funds are being added to the MTIP for the first time.
3. Was proof-of-funding documentation provided to verify the funding change? Yes. OTC approved the Carbon fund last September.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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

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

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

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

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

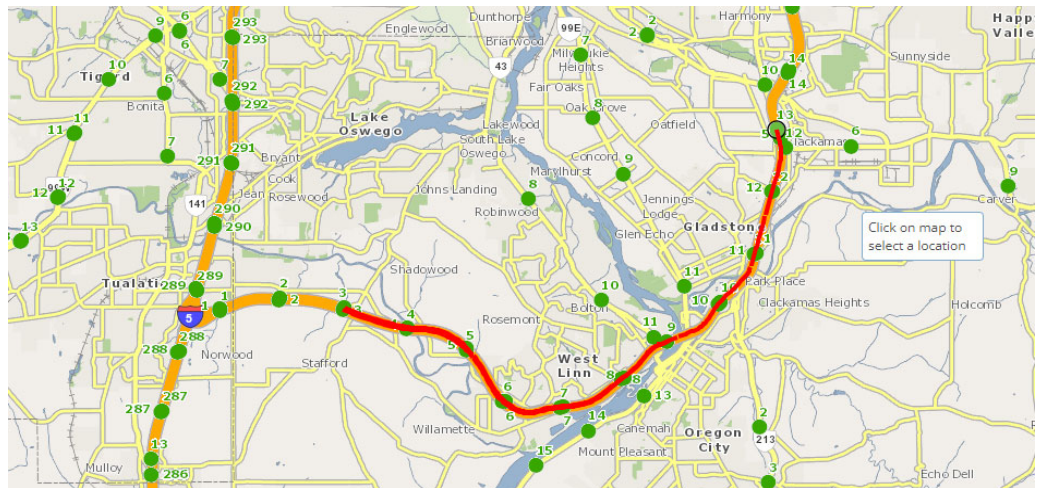
Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

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





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



Oregon
 Tina Kotek, Governor

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

Formal Meeting ~ 9:00 AM – 4:00 PM

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

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

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

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

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

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

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

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
 Director

SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

Requested Action:

Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration.

Background:

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

Oregon Carbon Reduction Program and Strategy:

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

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

STATEWIDE CARBON REDUCTION PROJECTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities of NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 light duty battery electric vehicles.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for additional level 2 stations and fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response supports the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	Identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD



Memo

Date: April 23, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2024 MTIP Formal Amendment & Resolution 24-5412 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The May 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds two new project projects. Both are ODOT funded and manage projects.

The first project is an Americans with Disabilities Act (ADA)/ Complete Streets type upgrade project on north Lombard Street/US30BY. The project will provide ADA curb and ramp upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and complete a traffic signal upgrade at Denver St.

The second new project is a Bus on Shoulder Lane on I-205. The project will design, construct, and implement a bus on shoulder lane to expand transit service on I-205 between Sunnybrook Rd and Stafford Rd.

What is the requested action?

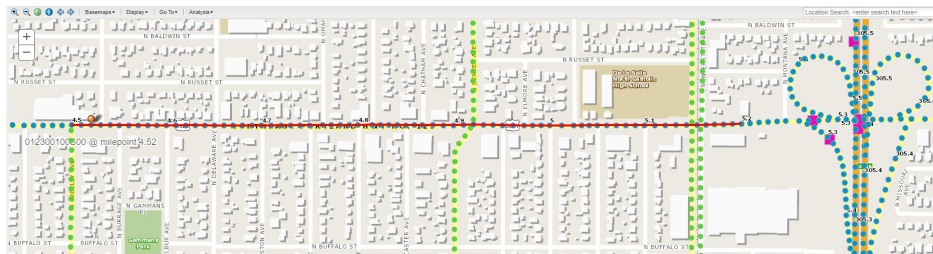
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

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

A summary of the two projects is included below:

• **Key 22636 – US30B: (N Lombard St) N Delaware Ave - N Denver**

- **Lead Agency:** ODOT
- **Description:** The project is on N Lombard St from N Delaware St to N Denver and will complete design street upgrades to include curb & ramps ADA upgrades, redesign and add bike lanes, reconfigure roadway to 3 lanes (Boston to Lancaster) and traffic signal upgrade at Denver St.
- **Funding Summary:** A total of \$3,342,141 of ODOT managed federal funds are being committed to the project as part of the Great Street program. With the required match, the programming total is \$3,724,664. The programming total does not include the Construction phase. The approximate total project is about \$9 million.
- **Action:** The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
- **Added Notes:**
 - The Preliminary Engineering (PE), Right-of-Way (ROW), and Utility Relocation (UR) phases are being added to the 2024-27 MTIP at this time.
 - The Construction phase is anticipated to be added as part of the next cycle in FFY 2027



Great Streets: N Lombard St & N Denver Ave

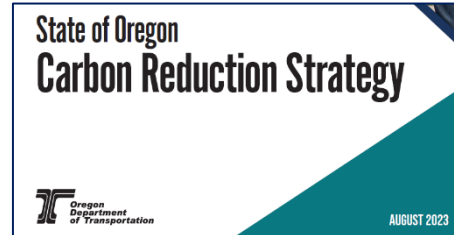
- Developing a "Great Streets" grant application in coordination with ODOT
- Advanced to "Round #2" of grant selection process.
- Will request a letter of support from BAC, other advisory bodies, and community-based organizations.



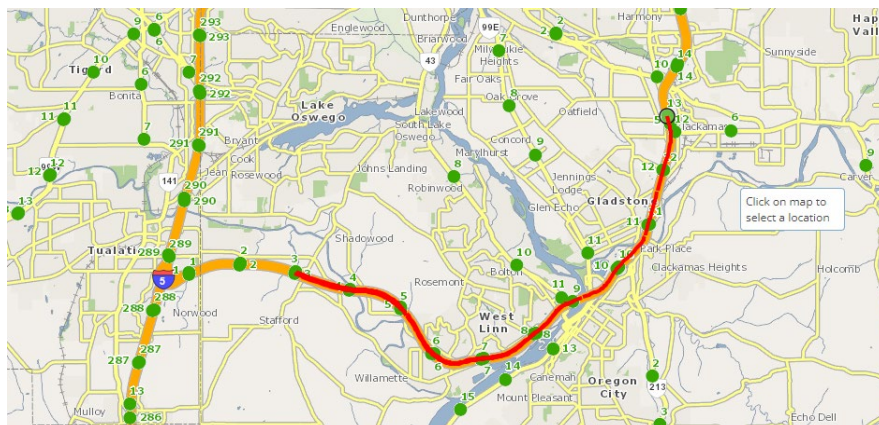
- Full traffic signal rebuild & replacement
- Ability to extend bike lanes on N Lombard St
- Opportunities for PBOT to improve bike lanes on N Denver Ave
- Reconfigured intersection allows for more greenery and environmental features

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

- **Key 23638 - I-205 Sunnybrook Rd - Stafford Rd Bus on Shoulder:**
 - Lead Agency: ODOT
 - Description: The project will expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.
 - Funding Summary: \$1,988,143 of ODOT federal Carbon Reduction Program (CRP) funds are being programmed for the project. Along with the match, the total programming amount is \$2,215,695.
 - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
 - Added Notes:
 - OTC approval was required and occurred during their September 2024 meeting.
 - The project is a component of the larger ODOT Carbon Reduction Strategy Plan also approved last September by OTC.
 - The new Bus on Shoulder Lane will exist from Sunnybrook St south and west along I-205 to Stafford Rd.
 - The construction phase is being programmed for FFY 2025.
 - The Bus on Should Lane concept is considered an Active Traffic Management (ATM) element and part of a larger Transportation Systems Management and Operations (TSMO) strategy to help manage congestion on the existing transportation system.



Proposed I-205 Bus on Shoulder Lane Location
Sunnybrook St to Stafford Rd



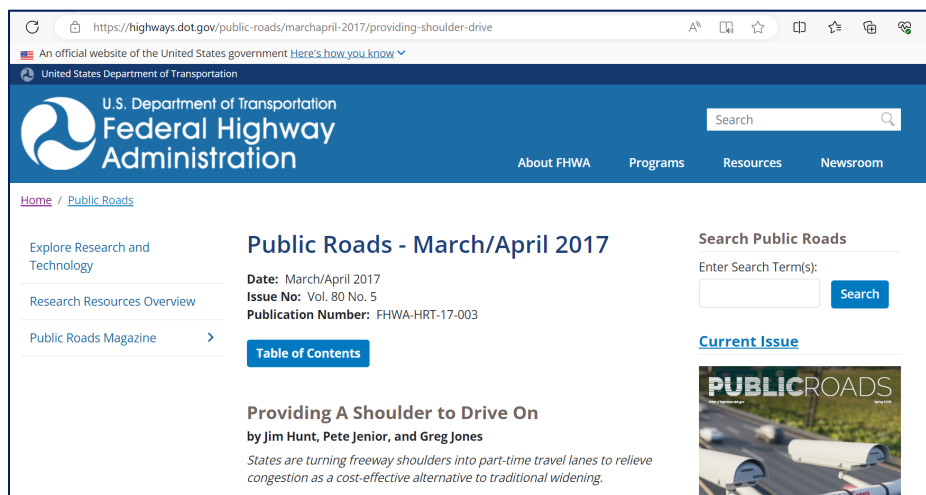
STATEWIDE CARBON REDUCTION PROEJCTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes

Example of a prior implemented outside Bus on Should Lane – Minneapolis-St Paul area



Note: Additional guidance concerning shoulder lanes is available from:

1. FHWA’s website at <https://highways.dot.gov/public-roads/marchapril-2017/providing-shoulder-drive>.



2. FHWA’s Use of Freeway Shoulders for Travel – Guide for Planning, Evaluating, and Designing Part Time Shoulder Use as Traffic Management Strategy:
 - Chapter 1: What is Part-time Shoulder Use?
 - Chapter 7: Design Considerations

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2024 Formal MTIP amendment (MA24-08-MAY) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	April 26, 2024
• Initiate the required 30-day public notification process.....	April 30, 2024
• TPAC notification and approval recommendation.....	May 3, 2024
• JPACT approval and recommendation to Council.....	May 23, 2024
• Completion of public notification process.....	May 29, 2024
• Metro Council approval.....	June 6 or 13, 2024

Notes:

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

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 18, 2024
• USDOT clarification and final amendment approval.....	Mid-July 2024

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 24-5412 to add the two new projects to the 2024-27 MTIP.

No attachments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2027-) RESOLUTION NO. 24-XXXX
2030 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM PROGRAM) Introduced by Chief Operating Officer
DIRECTION FOR THE PORTLAND) Marissa Madrigal in concurrence with
METROPOLITAN AREA) Council President Lynn Peterson
)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23 Section 450.300 and 450.340 to develop and implement a long-range metropolitan transportation plan and four-year investment program in a cooperative manner with the regions stakeholders; and

WHEREAS, the Metro Council and JPACT have developed a program direction defining how the region coordinates and cooperatively develops the 2027-2030 MTIP per federal regulations, which is represented by Exhibit A; and

WHEREAS, the Metro Council and JPACT adopted an updated Regional Transportation Plan in Fall 2023; and

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

WHEREAS, the adopted 2023 RTP specified five priorities to focus on in the near-term with the region's transportation investments; and

WHEREAS, the updated MTIP program direction addresses expectations of the performance and programming of the Portland metropolitan region's transportation investments for federal fiscal years 2027 through 2030; and

WHEREAS, the expectations outlined in 2027-2030 MTIP program direction are a continuation of existing policies and practices, but with minor updates and adjustments to reflect current adopted policies and funding programs; and

WHEREAS, the 2027-2030 MTIP program direction provides clarity as to the role of 2023 RTP and the 2023 RTP policy priorities will set policy foundation for transportation investment in the 2027-2030 MTIP; and

WHEREAS, the 2023 RTP policy priorities will inform the 2027-2030 MTIP performance-based programming and measuring MTIP progress; and

WHEREAS, input utilized from the extensive engagement as part of the 2023 RTP informed and shaped the 2027-2030 MTIP Program Direction; and

WHEREAS, input has been sought and received from the Transportation Policy Alternatives Committee as well as JPACT on the policy update; now therefore,

BE IT RESOLVED that the Metro Council adopt the 2027-2030 Metropolitan Transportation Improvement Program Program Direction.

ADOPTED by the Metro Council this 6th day of June 2024.

Lynn Peterson, Council President

Approved as to Form:

Nathan Sykes, Metro Attorney

2027 – 2030

Program Direction

*For the Metropolitan Transportation
Improvement Program*

April 26, 2024

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

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

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

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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.

Project 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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DRAFT

Introduction

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document that tracks all federal transportation funding that is spent in the region as well as regionally significant projects that are state- and locally-funded. As a planning document, the MTIP demonstrates how near-term planned transportation projects advance the Portland metropolitan region’s shared vision and goals for the transportation system, as adopted in the Regional Transportation Plan (RTP). The MTIP also demonstrates how these projects comply with federal regulations – such as fiscal constraint and public involvement. As a financial planning document, the MTIP outlines the implementation schedule of federally funded transportation projects in the region for the next four years and helps to manage the delivery of transportation projects. Lastly, as a monitoring tool, the MTIP is used to report on implementation of federal and regional transportation goals policies for the Portland metropolitan region during a four-year cycle.



Adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council in November 2023, the 2023 Regional Transportation Plan defines the region's shared vision and goals for the transportation system in the greater Portland area.

Purpose

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for federal fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes transportation investments are expected to advance in support of the RTP. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common goals and objectives the planned investments are expected to make progress towards while in their stewardship.

MTIP Overview

What is the Metropolitan Transportation Improvement Program (MTIP)? How is it created?

The Metropolitan Transportation Improvement Program (MTIP) is a multipurpose, federally required document. As a planning document, the MTIP demonstrates how planned transportation projects advance the Portland metropolitan region’s shared vision and goals for the transportation system as defined in the RTP and comply with federal regulations – such as fiscal constraint and public involvement.

A large component of the MTIP is the implementation schedule of federally funded transportation projects in the region for the next four years. The schedule information provides the management of project delivery of transportation projects and continually demonstrates fiscal constraint. In this function, the MTIP can be viewed as a financial planning and project delivery tool for the metropolitan region. As a tool, the MTIP assists in ensuring the region does not overspend and tracks the delivery of transportation projects.

The Federal-Aid Highway Act of 1962 established metropolitan planning organizations (MPOs), like Metro, to ensure regional cooperation in transportation based on a continuing, cooperative, and comprehensive (“3C”) planning process. MPOs conduct long-range planning and fund programming for the regional transportation system. For Metro, that means developing and implementing two planning and policy documents: the RTP and the MTIP. The RTP serves as the long-range transportation vision and policy document. It outlines the vision for the region’s urban transportation system, establishes goals and policies to facilitate achieving those goals, and identifies priority investments that are eligible for federal and some state funding. The MTIP then serves as a key tool for implementing the RTP by providing a snapshot of where federal transportation funds are anticipated to be spent over the first four federal fiscal years of the RTP.

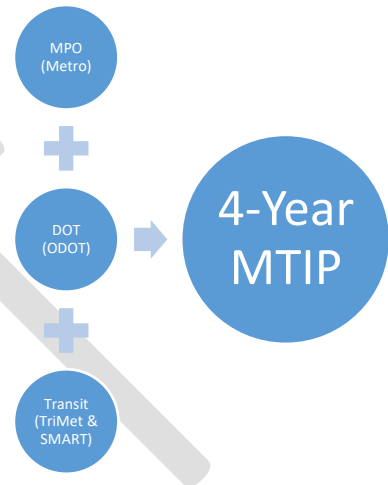


Figure 1. Agency partners that comprise the four-year MTIP

Per federal requirements, planning and policy documents are "constrained to reasonably expected revenue." This means Metro, working with partner agencies, makes long-term (for the RTP) and short-term (for the MTIP) projections of transportation revenue secured and/or expected to the region from federal and state, regional, or local sources programmed to be spent on regionally significant projects. The projected revenues set the anticipated capacity of the region to make long and short-term transportation investments without over-expending available funds. These revenue projections are updated with each RTP and each MTIP cycle.

What is included in the Metropolitan Transportation Improvement Program?

The MTIP is comprised of several components, but can be categorized into the following major elements:

1. A list of projects within the federally-recognized metropolitan planning area (MPA) for the upcoming four fiscal years and numerous project details.
2. Descriptions of funding allocation processes, system-level performance of the package of projects included in the MTIP, demonstration of federal regulatory compliance including financial constraint, and RTP implementation.

3. A description of protocols, administrative procedures, and other related expectations for managing the MTIP once effective.

The following bulleted list describes in more detail the typical content and components of the MTIP.¹ Additionally, Figure 1 illustrates the entities responsible for identifying projects and programs which go into the project list and the components which go into the MTIP.

Project List

- A project list with the year-by-year anticipated expenditure schedule, phasing, and funding amounts

Discussion Sections

- Discussion by each partner agency on the policy direction and process used to identify and prioritize projects for entry in the MTIP.
- A programmatic discussion of how the MTIP complies with applicable federal regulations.
- A discussion of fiscal constraint and fund monitoring to ensure funds are not overspent.
- A discussion of the performance of the four-year investment program relative to federal and regional performance goals, objectives, and targets.
- A discussion on the public involvement process used to develop the MTIP. (Public involvement is also discussed as part of the sections by individual partner agencies on the policy direction and process for identifying and prioritizing investments.)

Administration and Monitoring

- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

How does the MTIP get used?

The primary functions of the MTIP, once adopted and approved, are implementation, monitoring, and federal compliance. As a monitoring tool, the project list component of the MTIP can be considered the “living” portion of the document whereas the discussion sections (e.g. individual funding allocation processes, federal compliance, and system performance and the administrative protocols) and the administrative protocols remain static. The “living” component assists in tracking spending and delivery of transportation projects and ensure continued compliance with federal regulations, such as fiscal constraint. Since transportation projects can run into numerous unexpected hurdles, project leads regularly submit amendments are regular to reflect changes to their projects. This ultimately creates the need for having a living portion of the document to

¹ Bulleted list represents standard content, but additional components may be part of the MTIP in response to federal requirements or guidance.

monitor implementation, adjust as necessary, and continue to ensure continued compliance with federal regulations.

Metro continues to use the approved MIP for the current program cycle to monitor the status of the included projects while also developing the MTIP for the upcoming program cycle. Information from the approved MTIP usually feeds into the development of the MTIP for the next program cycle. Figure 2 illustrates how the approved MTIP for the current cycle is related with the MTIPs for the previous and upcoming cycles.

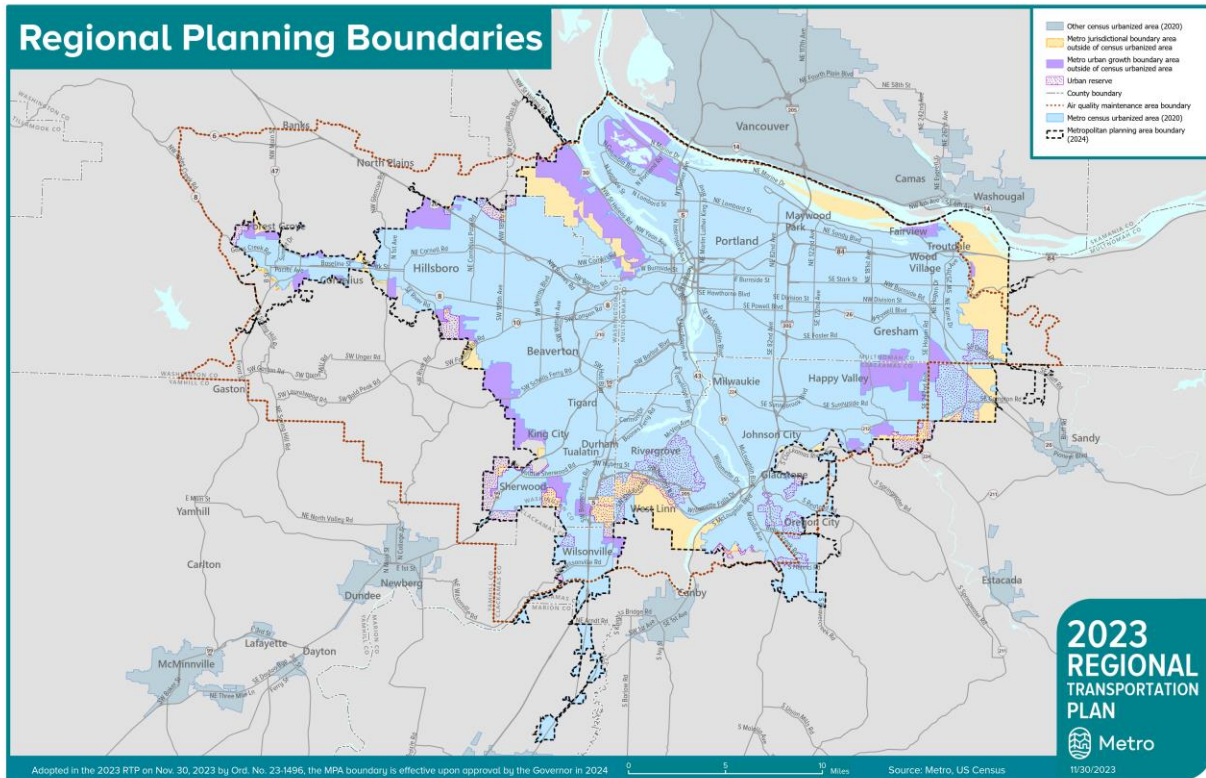


Figure 2. The overlap of fiscal years between an approved MTIP and a MTIP under development. The red box represents the fiscal years encompassing the approved MTIP and the purple box represents the fiscal years for the MTIP in development. The green box represents the previously approved MTIP.

What is the relationship between the MTIP and the State Transportation Improvement Program (STIP)?

The MTIP comprises the regionally significant, federally funded transportation projects and programs located within the metropolitan planning area (MPA). For the Portland metropolitan region, the MPA encompasses the urbanized areas of Multnomah, Washington, and Clackamas counties as defined by the US Census Bureau, and additional areas expected to urbanize within the next twenty years. Figure 3 shows the MPA boundary defined (Bold, dotted line) for the Portland metropolitan region. The MPA boundary shown in Figure 3 reflects the urban area as defined by the 2020 Census and represents the Metro region recommendation submitted to the Oregon Department of Transportation. The updated MPA will be effective upon approval of the new boundary by the Governor in 2024. Metro, as the MPO for the region is responsible for development, implementation, and stewardship of the MTIP.

Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region



The state department of transportation is responsible for the development, implementation, and stewardship of the STIP. Each MPO is responsible for developing and adopting a MTIP for each respective metropolitan planning area. The STIP includes all MTIPs from across the state as well as projects approved by the state department of transportation outside of the MPO planning areas. The state department of transportation coordinates with each MPO during their funding allocation processes and when allocating funds to projects within an MPO, requests the MPO include those project funding awards in the MTIP.

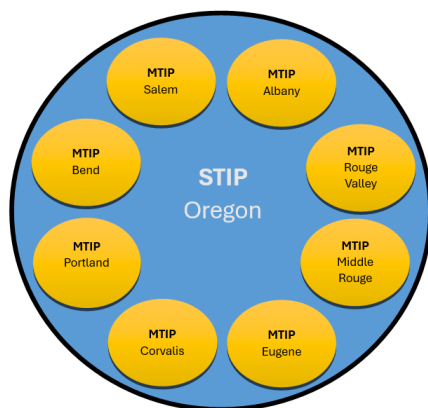


Figure 4. MTIP and STIP relationship – MTIPs are not to scale.

By federal law, the MTIP is required to be included as part of the STIP without change once approved by the MPO governing board and the Governor. The STIP is then approved by the Governor and submitted to U.S. Department of Transportation for approval. Figure 4 shows the MTIP and STIP relationship.

Who are the partners and who makes the decisions around the MTIP?

Development of the MTIP is a cooperative effort between regional and state partner agencies. Metro acts as the main coordinator, author, and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to report the allocation of all federal as well as regionally significant state and local transportation dollars within the MPA. Each of these agencies plays a different role in advancing the region's transportation system based on enabling legislation and has authority over different state and federal transportation funds. For example, TriMet and SMART's roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to operate services. Since Metro, ODOT, TriMet, and SMART each have a role in administering FTA funds, each agency is responsible for providing details of expenditures from year to year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.



Metro is a directly elected regional government, serving more than 1.7 million people in Clackamas, Multnomah, and Washington counties. The agency's boundary encompasses 24 cities. Metro's main function is to provide regionwide planning, coordination, and services to manage the urban growth boundary and address transportation, solid waste, and land development issues that cross jurisdictional boundaries.

For federal purposes, Metro is the Metropolitan Planning Organization (MPO), as defined by federal law and designated by the State of Oregon, for the Oregon side of the Portland-Vancouver urbanized area. As the MPO, Metro is the lead agency responsible for developing the regional transportation plan every five years and the MTIP – the schedule of federal transportation spending in the Portland region. Metro conducts these activities in cooperation and coordination with the region's cities, counties, the Port of Portland, the Oregon Department of Transportation, transit providers and other partners, and provides meaningful opportunities for public input. Metro also coordinates and develops the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects and transportation management programs that are needed to implement them.

Metro is the nation's first directly elected regional government, led by the Metro Council, which consists of a president, elected regionwide, and six councilors who are elected by district every four years in nonpartisan races. The Metro Council works with community leaders and constituents across city and county boundaries to shape the future of the greater Portland region. For purposes

of meeting federal regulations pertaining to Metro’s MPO designation, the Metro Council is advised by the Joint Policy Advisory Committee on Transportation (JPACT) specifically related to MPO activities.

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 strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP and MTIP. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

The **Transportation Policy Alternatives Committee (TPAC)** provides technical input, helps develop policy options and makes recommendations for consideration by JPACT. TPAC’s membership consists of 21 technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members appointed by the Metro Council. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee.

TPAC reviews regional plans, federally funded transportation projects, monitors the development of the MTIP, and advises and makes recommendations to JPACT on transportation investment priorities and policies related to transportation. Such efforts include reducing greenhouse gas emissions and creating communities with easy access to mobility options. The committee also helps identify needs and opportunities for involving the public in transportation matters.



The **Oregon Department of Transportation** is a statewide transportation agency. ODOT is responsible for the state-owned transportation facilities across Oregon. This includes state highways and the interstate freeway system. ODOT also administers state generated public transit funding and provides support to transit agencies serving areas outside of large metropolitan areas to comply with federal regulations as well as supporting intra-city rail and bus services. The ODOT Region 1 office oversees the state facilities for the Portland metropolitan area. Responsible for administering federal transportation funds, ODOT is a key partner in providing important transportation investment information for the development of the MTIP.

TRIMET  **Tri-County Metropolitan Transportation District (TriMet)** is the largest public transportation service provider within the Portland metropolitan region. The agency provides both local and regional public transportation services from neighborhood bus routes to multi-county light rail service. As an

entity responsible for administering federal transportation funds, TriMet is a key partner in providing important transit investment information for the development of the MTIP.



The **South Metro Area Regional Transit (SMART)** is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services and some regional transit services. As an entity responsible for administering federal transportation funds, SMART is a key partner in providing important transit investment information for the development of the MTIP.

2027-2030 MTIP Program Direction

The 2027-2030 MTIP has four objectives that will guide development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan’s vision and goals in addressing the region’s transportation needs.
2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations² and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

The MTIP objectives are largely a continuation of MTIP program direction adopted as part of previous cycles. Small refinements and updates have been made to the program direction to reflect changes in federal laws, funding programs, as well as the goals adopted in the 2023 RTP. Furthermore, the region has coordinated on nominating funding priorities for competitive national discretionary grants. Referencing this in the 2027-2030 MTIP program direction is an effort to formalize this regional practice.

In developing the 2027-2030 MTIP, partners acknowledge these objectives and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the objectives outlined and align investments accordingly.

To provide further clarity, a description of each objective guiding the 2027-2030 MTIP is provided.

² Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 outline these requirements.

Objective 1 – Advance 2023 RTP Implementation

Metro is responsible for demonstrating the programmatic four-year investment package in the MTIP advances implementation of the RTP. The RTP is the blueprint for transportation in the greater Portland region and a key tool for implementing the region’s [2040 Growth Concept](#) and [Climate Smart Strategy](#). The plan guides investments for all forms of travel – driving, transit, biking, and walking – and the movement of goods and services throughout greater Portland. It identifies urgent and long-term transportation needs and priority investments to meet those needs.

Adopted by JPACT and the Metro Council in November 2023, the 2023 RTP provides the policy foundation for investments in the 2027-2030 MTIP, defining a vision, goals, objectives, and policies for all investments made on the regional transportation system.

Figure 5. 2023 RTP vision and goal areas for the regional transportation system



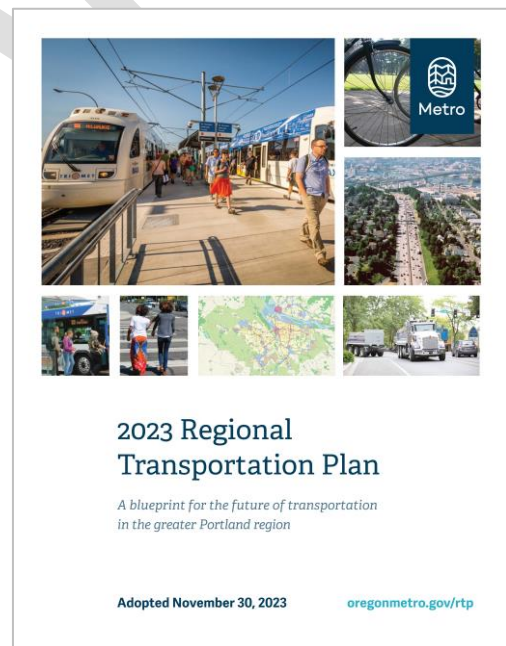
Source: 2023 Regional Transportation Plan (Chapter 2)

Shown in Figure 5, the goal areas in Chapter 2 of the 2023 RTP are:

- **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.
- **Safe system** – Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.
- **Equitable transportation** – Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes are eliminated. The disproportionate barriers that people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
- **Thriving economy** – Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.
- **Climate action and resilience** – People, communities and ecosystems are protected, healthier and more resilient. Carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.

Investments proposed for the 2027-2030 MTIP are expected to make progress toward achieving the vision and goals of the RTP and be drawn from the 2023 RTP financially constrained project list (2023 RTP Appendix A)—only projects that are included in the RTP financially constrained project list are eligible for inclusion in the MTIP. The 2023 RTP financially constrained project list includes more than \$69 billion in priority investments with nearly \$28 billion invested in capital projects and related programs and more than \$41 billion invested in operations and maintenance of the system. Projects and programs in the RTP come from adopted local, regional, or state planning efforts that provided opportunities for public input.

As the 2027-2030 MTIP investments get compiled into a four-year investment program, an evaluation of the package of investments assesses how well the investments make progress towards the 2023 RTP goals. Recognizing the role and function of 2027-2030 MTIP, the program direction places greater emphasis on demonstrating that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered and utilized the 2023 RTP goals in deliberations for their respective prioritization and selection of projects and programs to award funds.



Objective 2 – Apply the Strategic Regional Funding Approach

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

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of Regional Flexible Funds Allocation (RFFA) processes since the 2010-2013 and 2012-2015 MTIP cycles, with the most recent strategic regional funding approach adopted as part of 2025-2027 Regional Flexible Fund Allocation program direction.

Since the adoption of the 2019-2021 and 2022-2024 RFFA program direction (formerly policy statement), new revenue sources as well as administrative and process changes to certain sources of funds (e.g. restructuring of ODOT allocation programs) necessitates administrative updates to the adopted strategic regional funding approach.

Attachment 1 provides the updated version of the strategic regional funding approach reflecting these administrative changes. Additionally, knowing funding and revenue raising conversations are set to take place throughout 2024 and 2025, these conversations may reshape the region's funding approach and strategy. Therefore, the strategic regional funding approach will remain an interim approach for the purposes of guiding the MTIP development process to be undertaken in the same period. As further discussion takes place regarding any of the source funds identified, periodic updates will be made. However, Attachment 1 represents the previously agreed upon regional transportation funding approach, as updated to reflect new funding actions and administrative updates.

Objective 3 – Foster Regional Funding Coordination

Regional Coordination on Federal Discretionary Funding Opportunities

As part of the implementation of the strategic regional funding approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: Federal Transit Administration's Capital Investment Grants – New Starts and Small Starts, and Federal Highway Administration's Infrastructure for Rebuilding America (INFRA). Regional coordination is in effort to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

Coordination and Leveraging of Federal Funds Across Funding Allocation Programs

Recognizing the scarcity of funding resources for the transportation system, JPACT and the Metro Council supports leveraging funding opportunities being administered by different agencies within the region. However, JPACT and Metro Council desire to see leverage opportunities be discussed in a transparent and open manner that allows for partners to provide feedback and bring awareness to potential funding leveraging opportunities. To facilitate leveraging opportunities, regional agency are encouraged to:

- identify opportunities to leverage funding early, particularly in the program design phase (e.g. program direction update for the 2028-2030 Regional Flexible Fund, Carbon Reduction Program Funding or the 2027-2030 STIP allocation of revenues to ODOT programs) and prior to the solicitation of projects for individual funding programs.
- identify whether federal funds or a regionally significant project would be involved in leveraging other funding (whether federal or local) to ensure eligibility requirements and other factors are appropriately met; and
- begin coordination early between potential administering agencies and determine a pathway for proposals or approvals by appropriate entities, as necessary.

Regional partners that may have intentions of pursuing additional sources of funding should share the agency's intentions early in the process with the MPO. Working closely and early in the process with the MPO during the application process allows for improved regional coordination, affirms project eligibility, and assures funding is secured in an expedited fashion. Funding proposals can be shared with MPO staff for review. The funding proposal review process allows for MPO staff to prepare for administration and coordination of funds.

Administrative funding proposals (e.g. funding swaps, changing the federal fund type) are exempt from this process, but must undergo the procedural MTIP change management process (administrative modification or amendment) depending on the significance of the changes requested.

Objective 4 – Ensure Federal Compliance

As a federal requirement to remain eligible to expend federal transportation funding, the 2027-2030 MTIP and the process by which it is developed is expected to comply with all applicable federal regulations. Applicable regulations include, but are not limited to:

- 23 CFR 450.300 – 23 CFR 450.340– Metropolitan Planning
 - with particular emphasis on section 23 CFR 450.326 - Development and content of the transportation improvement program (TIP).
- Civil rights legislation (e.g. Title VI, Americans with Disabilities Act) and public involvement.
- Performance-based planning and programming.
- Congestion management process.
- Financial constraint (23 CFR 450.326(j))

Additionally, the findings from the 2021 Transportation Management Area (TMA) Certification, findings that will emerge from the 2024 TMA Certification, the 2024-2027 STIP Approval, and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2027-2030 MTIP.

As part of Metro's responsibilities, the agency's evaluation of the programmatic four-year investment package will assess the region's implementation progress towards federal, state, and regional performance targets and if necessary, identify areas for course correction for future MTIPs.

The 2027-2030 MTIP program direction is intended to provide clarity to regional partners on the federal requirements with which the 2027-2030 MTIP is obligated to comply. The information from the 2027-2030 MTIP program direction is expected to be communicated to regional partners conducting funding allocations as a means of informing those processes and ensure submitted projects comply with federal mandates. This is to ensure the region does not jeopardize its eligibility to expend federal funding and demonstrate to federal partners' stewardship in the planning, programming, and expenditure of federal transportation funds.

2027-2030 MTIP Program Development and Implementation Process

As part of the process for implementing the 2027-2030 MTIP program, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the development and implementation of the 2027-2030 MTIP program. The TPAC work program will be updated to include discussion items pertaining to the development of the 2027-2030 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2027-2030 MTIP to JPACT in summer 2026. Figure 6 illustrates the 2027-2030 MTIP timeline.

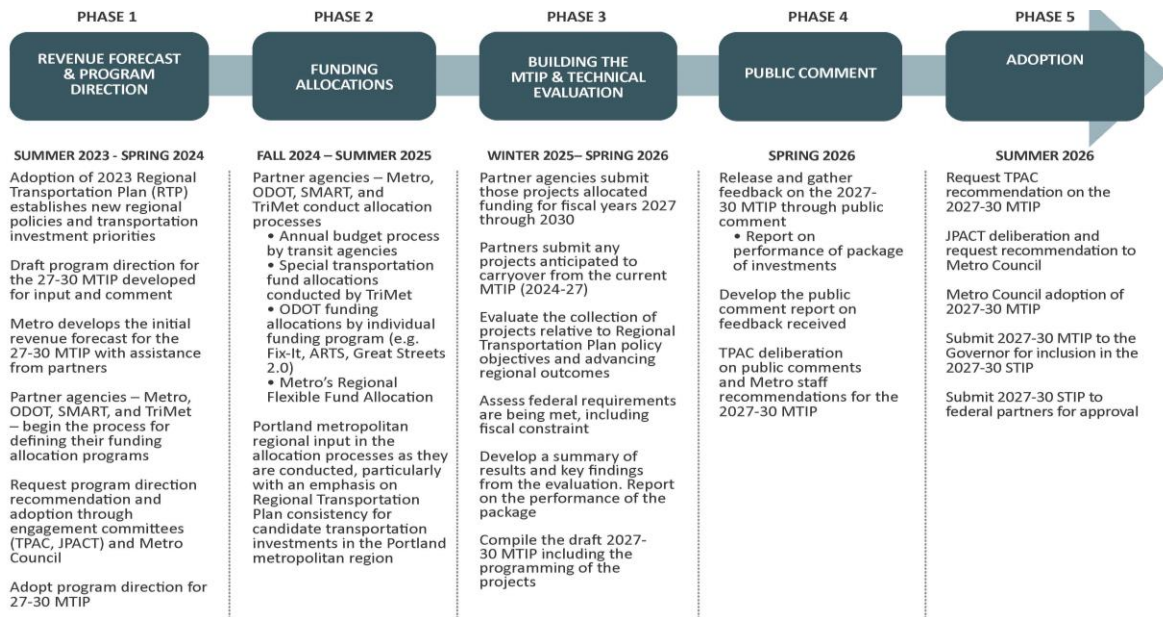


Figure 6. 2027-2030 Metropolitan Transportation Improvement Program Process and Adoption Timeline.

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Attachment 1: Updated Strategic Regional Funding Approach

The following table is an updated version of the 2018 adopted regional funding approach. The updates reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional funding approach may be updated to reflect the administrative or policy direction changes. The 2027-2030 MTIP program direction includes the current regional funding approach as follows.

Table A.1: Updated Regional Transportation Funding Approach – (As of December 2021)

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Neighborhood Street Reconstruction and Maintenance	<ul style="list-style-type: none"> • State pass through funds • Street utility fees • Local gas tax • System development charges 	<ul style="list-style-type: none"> • Increases in state gas tax (e.g. House Bill 2017) • Increases in vehicle registration fees • New street utility fees or equivalent • Additional or new local gas tax
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> • Regional Flexible Funds • STBG – Transportation Alternatives Set Aside • ODOT Community Paths • ODOT Great Streets 2.0 • ODOT ADA curb ramp and push buttons program • ODOT Safe Routes to Schools Infrastructure • Statewide Transportation Improvement Fund (STIF) • ODOT 1% gas tax dedication • Privilege tax on bicycle sales • Local gas or property tax, vehicle registration, system development charges, or street utility • Carbon Reduction Program – Regional • Carbon Reduction Program - State 	<ul style="list-style-type: none"> • New federal program • State Urban Trail fund • Increases in state gas tax (e.g. House Bill 2017) • New local or regional funds

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway & Bridges Preservation	<ul style="list-style-type: none"> • Federal Highway Formula Programs (NHPP, STBG, Bridge) State gas tax & weight/mile fees dedicated to ODOT Fix-It program. • Other state (e.g. House Bill 2017) directed funding 	<ul style="list-style-type: none"> • Increases in state gas tax • Increases in vehicle registration fees • New street utility fees or equivalent • Congestion Pricing/Tolling
Transit Operations	<ul style="list-style-type: none"> • Employer tax • Employee tax • Passenger fares • Section 5307 urbanized area formula • Section 5310 special transportation • Advertising revenue • Statewide Transportation Improvement Fund (STIF) 	<ul style="list-style-type: none"> • Increases in employee and employer tax rate • New funding mechanism • Passenger fare increases
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> • Development Fees (e.g. Frontage, Impact Fees, System Development Charges) • Urban Renewal • ODOT Region 1 operations allocation program (Fix-it) • Other federal or state (e.g. House Bill 2017) directed spending • Regional Flexible Funds³ • Federal Discretionary Grants • National Freight Program 	<ul style="list-style-type: none"> • Development fees rate increases • New local or regional funds • Increase in state gas tax • Increase in vehicle registration fee • Congestion Pricing/Tolling mitigation funds
Highway Expansion	<ul style="list-style-type: none"> • ODOT 2027-2030 STIP Strategic Investment Fund • Regional Flexible Funds⁴ • National Highway Preservation Program • National Freight Program • Other federal or state (e.g. House Bill 2017) project directed funding 	<ul style="list-style-type: none"> • More from existing sources • Congestion Pricing/Tolling • Increase in state gas tax or equivalent (e.g. HB 2017) • New local or regional funds

³ Limited to arterial freight facilities for ITS, small capital projects, and project development.

⁴ Limited to project development with large discretionary funding leverage opportunities.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> • Federal Discretionary grants • Privilege tax on vehicles 	
High-Capacity Transit Expansion	<ul style="list-style-type: none"> • Federal Capital Investment Grants (e.g. New Starts/Small Starts) • State lottery, right-of-way donation or legislative allocation • Regional Flexible Funds • TriMet General Fund • Local contributions 	<ul style="list-style-type: none"> • More from existing sources • New local or regional funds
TSMO/Travel Options	<ul style="list-style-type: none"> • ODOT transportation demand management program allocation to regions • Regional Flexible Funds • Carbon Reduction Program – Regional • Carbon Reduction Program – State • Regional Safe Routes to School 	<ul style="list-style-type: none"> • New local or regional funds • More from existing sources
Land Use – TOD	<ul style="list-style-type: none"> • Regional Flexible Funds 	<ul style="list-style-type: none"> • New local or regional funds • More from existing sources

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Memo

Date: Friday, May 3, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Blake Perez, Associate Transportation Planner
Ted Leybold, Resource Development Manager
Subject: 2027-2030 Metropolitan Transportation Improvement Program (MTIP) Program Direction

Purpose

To provide TPAC an overview of the 2027-2030 MTIP Program Direction and recommendation to JPACT (**Resolution 24-XXXX**)

Introduction and Background – Metropolitan Transportation Improvement Program (MTIP)

As part of Metro’s responsibilities as the metropolitan planning organization (MPO) for the Portland region, the agency is responsible for the development and administration of the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the four-year, near-term capital improvement plan for the metropolitan region.¹ Within the MTIP document are:

- A list of the transportation investment priorities for the upcoming federal fiscal years;
- A description of the prioritization processes to allocate available funds to transportation projects and programs, and compliance of those processes with regional guidance and federal laws;
- A measurement of the performance of those investments and progress toward federal performance targets and regional goals;
- A demonstration of compliance with federal TIP-related regulations; and
- Instructions, which communicate the monitoring measures and procedures for administering the MTIP.

The MTIP is cooperatively developed by the MPO, state department of transportation, and transit agencies. Therefore, as part of the MTIP development process, key MTIP partners in the Portland region – ODOT (Region 1 and headquarters), TriMet, SMART, and Metro – work closely together to demonstrate how the region is working together to achieve the common goal of implementing the adopted Regional Transportation Plan (RTP) and comply with all applicable federal regulations to remain eligible for funding.

MTIP Program Direction – Purpose

The purpose of the 2027-2030 MTIP program direction is to provide clarity on the guiding direction for the investments to request inclusion as part of the 2027-2030 MTIP. The 2027-2030 MTIP program direction establishes the expectations among regional partners and guides federal and relevant state and local transportation investments proposed for fiscal years 2027 through 2030 in the metropolitan planning area. It does this by describing the policy priorities and outcomes investments are expected to advance. For those partners with responsibilities to administer federal transportation funds, the 2027-2030 MTIP program direction is a reaffirmation of the common

¹ The MTIP includes some maintenance and preservation-related investments, such as federal transportation monies restricted for the use pavement maintenance activities on the interstate system and transit bus replacement.

goals and objectives the planned investments are expected to make progress towards while in their stewardship.

2027-2030 MTIP Program Direction – Desired Outcomes and Goals

The desired objectives for the 2027-2030 MTIP program direction is for all regional partners to come to a shared understanding of the policy direction guiding the development and implementation of the 2027-2030 MTIP. The four 2027-30 MTIP objectives are:

1. **Advance 2023 Regional Transportation Plan implementation** – Advance implementation of the 2023 RTP and demonstrate progress toward the plan’s vision and goals in addressing the region’s transportation needs.
2. **Apply the strategic funding approach** – Follow the direction laid out in the Strategic Funding Approach, which prioritizes certain funding sources for certain types of projects.
3. **Foster regional funding coordination** – Develop the MTIP and conduct funding allocation processes in a coordinated and transparent manner, collaborating across agencies to identify opportunities to leverage other funds.
4. **Ensure federal compliance** – Follow federal regulations² and address relevant federal certification corrective actions and recommendations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

In developing the 2027-2030 MTIP, partners acknowledge these policies and agree to work in a cooperative fashion as described in “Three C’s: continuous, cooperative, and comprehensive” of federal regulation pertaining to metropolitan planning. The cooperative “Three C’s” process is to achieve the directives outlined and align investments accordingly.

2027-2030 MTIP Program Implementation Process

As part of the process for implementing the 2027-2030 MTIP program, Metro, as the MPO, will serve in the lead role for coordinating information sharing and other MTIP-related development activities. The Transportation Policy Alternatives Committee (TPAC) will serve as the main venue for coordination pertaining to the development and implementation of the 2027-2030 MTIP program. The TPAC work program will be updated to include discussion items pertaining to the development of the 2027-2030 MTIP, including the individual funding allocation processes undertaken by the entities which administer federal transportation funds. TPAC will also be requested to recommend approval of the adoption draft of the 2027-2030 MTIP to JPACT in summer 2026.

² Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 outline these requirements.

Memo

Date: Friday, April 25, 2024
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Development Section Manager
Subject: 2028-2030 Regional Flexible Fund Allocation (RFFA) – Program Direction for Consideration

Purpose

To provide TPAC a summary overview of proposed options for the 2028-2030 Regional Flexible Fund Allocation (RFFA) program direction.

Background

The Regional Flexible Funds are one source of the region’s transportation funding, though they represent a small (~5%) percentage of the total funding spent on transportation across the region. Comprised of federal surface transportation funds provided by the federal government, the allocation of the Regional Flexible funds is one of Metro’s requirements as a federally designated metropolitan planning organization (MPO) to carry out the metropolitan planning process.

Every three years, Metro begins a process to allocate the region’s allotment of federal funds. Starting in February 2024, the 2028-2030 RFFA process began, and the anticipated completion is scheduled for summer 2025 in efforts to prepare for incorporation in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP). Historically the region strategically invested Regional Flexible Funds in parts of the transportation system that are critical to advancing the goals and objectives of the Regional Transportation Plan (RTP).

Program Direction

The RFFA Program Direction documents how the regional flexible funds are to be spent to carry out the policy objectives and investment priorities of the adopted RTP. The development of the Program Direction for the 2028-2030 RFFA cycle is the first step in the RFFA process. The development of the Program Direction is guided by the goals and policies set by the Regional Transportation Plan (RTP). The aim of the upcoming 2028-2030 RFFA program direction are to: 1) update and define the allocation cycle objectives; 2) clarify policy directives which reflect newly adopted regional policies or federal requirements; 3) outline or introduce any additional factors for consideration; and 4) update and define the details of the selection process.

Throughout February, March and April 2024, Metro staff has briefed TPAC, JPACT, and county coordinating committees (by request), on the 2028-2030 Regional Flexible Fund Allocation. As part of the briefings Metro staff provided an overview of the existing Regional Flexible Fund Allocation program direction, estimated amounts available for the 2028-2030 RFFA cycle, and solicited input related to the program direction. Input received for the program direction has varied from process and procedural considerations to the Step 2 competitive capital grant allocation to broader comments about leveraging Regional Flexible Funds to make greater impact towards the Regional Transportation Plan goals and objectives. To date, the input received has been documented in Attachment 1. A high-level summary of TPAC and JPACT input on program direction options is presented here.

TPAC and JPACT Feedback and Input

TPAC received an overview of the options and provided the following feedback regarding these options for development of the 2028-30 RFFA Program Direction at their April 5th meeting. While not comprehensive, some key themes emerged.

- Support using bond to leverage additional funds; principles are good starting point
- General support for criteria updates, some specific follow-ups requested. (e.g., performance measures for the evaluation criteria)
- Protect Step 2 funding amounts from future reductions and account for inflation
- Some concern about reducing the number of eligible applications and increasing the minimum project cost

JPACT also received an overview of the options and provided the following feedback regarding these options for development of the 2028-30 RFFA Program Direction at their April 18th meeting. Key themes included:

- Support using bond to leverage additional funds but a range of comments about how big of a bond to pursue from wanting to be bold to achieve big outcomes to being cautious to preserve ability to make investments in future technologies and needs. Many supportive comments for a moderate level of bonding to balance these opportunities and risks.
- Sharpen the purpose and principles of the direction in how to develop a bond proposal. Include principles to have projects support the RTP priority investment outcomes and objectives such as nimbleness to respond to opportunities to unlock desired land use development opportunities.
- Protect access from small to mid-size agencies to the RFFA Step 2 funding process.

Program Direction Proposal Options

Presentations with regional and coordinating committees, briefings with Metro Councilors, and individual conversations with interested parties are the sources of input received to inform the following proposed options for consideration for the 2028-2030 RFFA program direction. The current 2025-2027 RFFA Program Direction will be carried forward, other than as modified by decisions on the following program direction options, unless additional modifications are identified and acted on during the remaining input, recommendation, and adoption process.

The following options are organized by where they would be most applicable in the RFFA program direction. *The options presented reflect a proposed starting point for discussion of what to include in the 2028-30 Program Direction.* Based on the additional input received in May, a staff recommended proposal is scheduled to be presented to TPAC at its June meeting for consideration and recommendation to JPACT and the Metro Council. The different Program Direction options are described below in the following sections.

Program Direction Option – Step 1A – New Project Bond

Past decisions on the Regional Flexible Fund Allocation committed future Regional Flexible Fund dollars to project bond repayment in effort to advance financial resources to delivery larger capital projects earlier and capitalize on federal funding opportunities. Primarily used for the building the region's high capacity transit system, project bonds have also been used for project development on active transportation, the Better Bus program, and limited project development for throughway traffic congestion bottleneck projects. For the 2028-2030 timeframe, the region's scheduled bond repayments are a little under \$52 million in total. This is a decrease from the 2025-2027 RFFA timeframe where the total scheduled bond repayments are a little over \$65 million. The net difference between the two RFFA cycles is \$13.5 million newly unencumbered funds.

Input received to date indicates interest in the development of a new project bond commitment of Regional Flexible Funds to implement regional or corridor scale projects to advance Regional Transportation Plan goals and outcomes. Metro staff proposes the adoption of the 2028-2030 Regional Flexible Fund Allocation Program Direction to direct development of one or more proposals that address and balance the following set of purpose and principles.

Purpose of a New Project Bond

A new Regional Flexible Fund project bond proposal would serve the following purposes, consistent with previous project bond commitments undertaken with Regional Flexible Funds:

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

Principles for a New Project Bond

Based on input received to date and on good administrative practices, development of a new bond proposal should address and balance the following principles:

- The allocation of bond proceeds to projects is made in consideration of other transportation spending in the region by other agencies and of the Metro allocation of Carbon Reduction Program funds.
- The new project bond size is to be guided by:
 - Ability of future revenues to maintain support of the primary elements of the Regional Flexible Fund, which include:
 - Contributions to the development and implementation of regional or corridor-scale projects of high impact on priority regional outcomes (Step 1A)
 - On-going support for programmatic regional transportation investments (Step 1B)
 - Support for smaller capital projects that are impactful on regional outcomes (Step 2)
 - Attempts to maintain prior funding levels of Existing Step 1 programmatic allocations and Step 2 capital project funding (with the previously established 3% annual growth rate) for forecasted revenues in 2028-2030.
 - Keeps a debt payment to forecasted revenue ratio at a level that minimizes the risks of severe reductions to other Step 1 programs and Step 2 capital projects in the case of revenues being less than forecasted in all future years impacted by the bonding.
 - Attempts to contain extension of bond commitment beyond the next four RFFA cycles (through the year 2039) to preserve the ability of future JPACT and Metro Council bodies the ability to direct spending to priority projects and to minimize risk to the agency guaranteeing the bonding of these revenues.
- Is a reasonable trade-off between the advantages of funding priority projects earlier than would otherwise be possible with the reduction in purchasing authority for future allocation cycles.
- Projects significantly and comprehensively advance the RTP investment priority outcomes of safe system, equitable transportation, mobility options, thriving economy, and climate action and resilience.

- Leverages significant discretionary federal and state and/or local funding, including support for a pipeline of Federal Transit Administration (FTA) Capital Improvement Grant projects.
- Projects proposed to be supported for construction funding are well advanced through project development activities and have an achievable funding strategy to complete the project.
- Is made available for public comment during the 2028-2030 RFFA cycle comment and decision period.

Project category themes

To achieve the implement the purpose and principles described above, the following category themes are proposed for the types of projects to be supported:

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

Projects consistent with these thematic categories have the greatest chance to comprehensively achieve the priority investment outcomes defined in the RTP and meet the other principles listed above such as funding leverage.

Program Direction Option - Step 2 – Technical Evaluation Criteria

The following technical evaluation criteria are proposed to be updated to align with the 2023 RTP priority investment goals. Input on updating these criteria have generally been supported with interest expressed in wanting to understand how the criteria will be measured. TPAC and interested parties will have the opportunity to provide input on the criteria measures this summer.

- Adding Thriving Economy as a new goal area and associated evaluation criteria, including access to jobs and personnel and access to industrial areas.
- Adding technical evaluation criteria related to climate resiliency to the Climate Action and Resilience goal.
- Refining the criteria associated with the goals areas for Equitable Transportation.
- Refining the criteria for Mobility Options goal area to align to the Regional Mobility Policy.
- Project design as a new technical evaluation criterion.

Program Direction Option - Step 2 – Eligibility Requirements and Process Options

Input focused on Step 2 eligibility requirements and process options varied, but primarily focused on process considerations and refinements to the technical evaluation. There is a strong desire for the region make progress towards the five RTP goals in the near-term, improve project delivery performance, and provide opportunity for more jurisdictions to receive funds. These desires were also balanced against ensuring smaller to mid-size agencies can access regional flexible funds. The following eligibility and process options are proposed for the Step 2 process:

- Increase the minimum funding request for project development work from \$500,000 to \$800,000 (a reduction from initial option of a \$1 million minimum, to respond to feedback regarding support of smaller agency accessibility to these funds).
- Increase the minimum funding request for capital projects from \$3 million to \$4 million (given the requirements associated with federal transportation funds, the \$4 million threshold is recommended as previously suggested to better ensure projects are adequately funded and to have an impact on advancing RTP policy outcomes, particularly relative to their development costs)

- Projects which received funding for construction in the 2025-2027 RFFA cycle are ineligible for applying for the upcoming cycle.
 - Projects which received project development funding in the 2025-2027 RFFA cycle would remain eligible.
- Provide technical assistance to small jurisdictions for developing applications.
 - The technical assistance is pending approval of funding.
- Institute a pre-application notice of intent to apply letter prior to the opening of the Step 2 application window, to identify which jurisdictions are applying and help identify support activities to undertake during the application window. In response to input, the notice of intent to apply for funding will be flexible in its requirements and not preclude changes to the project funding applications submitted.

The option to reduce the limit on the number of Step 2 applications from 42 to 34 is not proposed at this time to be responsive to input regarding making the RFFA process more accessible to smaller agencies. The trade-off of not proposing this option, however, is that the technical assistance proposed to help smaller to mid-size agencies with the application process is likely to be restricted to fewer agencies than may request or need the assistance due to the capacity of technical support personnel.

Next Steps

After sharing these options and summary of TPAC input with JPACT and the Metro Council, Metro staff will propose a draft Program Direction for the 2028-30 RFFA to TPAC at its June meeting and request TPAC to provide a recommendation.

Question for TPAC

- 1) Do TPAC members have any further input or comments on the 2028-30 RFFA Program Direction proposed options?
- 2) Do TPAC members anticipate being prepared to make a recommendation on the 2028-30 RFFA Program Direction at the June meeting?



Memo

Date: March 29, 2024
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: Attachment 1 Part A – Summary of Input Received on the 2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction

Purpose: To provide a summary overview of the feedback and input received to date regarding the program direction for the 2028-2030 Regional Flexible Fund Allocation. The items summarized here do not necessarily represent a consensus of the persons providing input, however, Metro staff will attempt to be responsive to this input when presenting future materials for consideration in updating the 2028-30 RFFA Program Direction. The feedback received are organized by themes.

RTP goals and priorities

- Assess what new priorities emerged through the 2023 RTP process and identify what potential funding role the Regional Flexible Fund can play for those new priorities.
 - In particular, resiliency is an aspect related to the Climate Action goal areas which should be in consideration for a transportation system investment.
- Provide further information on how the new RTP goal area – Thriving Economy – will integrate into the 2028-2030 RFFA.
- While recognizing the Carbon Reduction Program is a funding program focused on addressing the RTP goals area of Climate Action and Resilience, continue to focus on Climate Action and Resilience in the allocation of Regional Flexible Funds.
- Consider new regional investments for Step 1
 - Gather understanding of community and regional support if considering any new Step 1 investments

Making strategic investments to garner large impacts and outcomes

- Take advantage of the discretionary grant funding opportunities which remain available.
- Assess leverage opportunities and coordination.
 - In particular, understand how the region can make investments coordinated with opportunities presented by the U.S. EPA Carbon Pollution Reduction Grant.

Provide further resources to support better applications in the Step 2 process

- Structure the process in Step 2 to provide greater flexibility and opportunity for competitive applications:
 - Ex. Allowing for joint applications between two jurisdictions
 - Ex. Providing more guidance and resources to support jurisdictions to develop competitive applications
 - Ex. Provide support for smaller jurisdictions with the application process
 - Ex. Provide a funding opportunity for corridor and sub-regional planning focused on coordinating small cities (e.g. East Metro Connections Plan)
 - Ex. Request coordinating committees help filter and prioritize applications for submission
- Ensure Step 2 remains a viable source for local capital projects with impacts on regional outcomes

Continuing to invest in the regional transit system

- Continue to support the development of the region’s high capacity transit network by establishing a pipeline of transit projects ready for the Federal Transit Administration (FTA) Capital Investment Grant (CIG) process.
- Consider investments to do further planning work around Tier II and Tier III corridors in the High Capacity Transit Plan.
- Consider investments into access to transit infrastructure and service-related activities, with considerations for addressing non-traditional transit service gaps and public-private partnerships.
- Consider strategic investments to make transit attractive that will increase ridership.

Provide further clarity as to what amount of the 2028-2030 Regional Flexible Fund is discretionary

- Provide an overview of bond commitment repayments, including amounts and timeframe of committed repayments.
- Provide an overview of the region-wide programs and regionally coordinated planning activities.
 - More specifically, provide a comparison of allocations from previous Regional Flexible Fund cycles for the region-wide programs and planning activities.

Date: Friday, April 26, 2024
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
CC: Ted Leybold, Resource Development Section Manager, Metro
From: Grace Cho, Senior Transportation Planner, Metro
Subject: 2028-2030 Regional Flexible Funds Allocation – Summary of Input Received from JPACT

At the April 2024 meeting, Metro staff briefed JPACT on the 2028-2030 Regional Flexible Funds Allocation (RFFA) options. During the discussion portion of the presentation, members of JPACT provided their initial input for the program direction. This memorandum is a summary of the input received, organized by whether the comment was directed towards Step 1 or Step 2 of the RFFA process or by topic or themes.

Step 1A – Bond Repayments

- Overall general support for the region to pursue a new project bond
 - While project ideas for bond proceeds were not discussed, there were comments that noted a discussion of a new project bond is challenging without discussing candidate projects.
 - Several comments also emphasized there are several significant regional projects in design and project development that could use additional support from a new project bond from the Regional Flexible Funds.
 - One comment suggested if the region is to pursue a new project bond that the region should be bold and go for a large size bond in efforts to construct big projects and meet major climate objectives.
 - To quote “go big.”
 - Some follow up comments supported a medium-sized or a medium-to-large sized new project bond.
 - The desire is to not bond more than we handle and reduce down Step 2
- One comment was cautious about the region pursuing a new project bond.
 - Concern regarding the long-term commitment and trade-off being made in efforts to advance monies upfront. The concern also expressed that the trade-off ultimately results in less flexibility for the Regional Flexible Funds. The comment also noted that new needs may emerge which a new project bond supported by the Regional Flexible Fund would make the region less nimble.
 - Lastly, the same concern was expressed that technologies and materials are rapidly changing and if the region is making a long-term commitment in efforts to advance funds today, the region risks making an investment in an obsolete technology before the repayments are completed.
 - In follow up to the concern, a principle to move forward in shaping a bond proposal or identifying candidate projects should be investments which can last the test of time
- Before beginning the process to identify projects or candidate activities to receive project bond proceeds, define and sharpen a set of policies/directives to shape the development of a new project bond proposal.

IDEAS ON PRINCIPLES/INPUT FOR A NEW BOND

- Ensure a new project bond takes advantage of different fund leverage opportunities available.

- Recognize the transportation needs differ between urban and suburban areas as well as the edge of the region.
- Weight and consider different risks as it relates to fiduciary, but also public risk. Essentially weighing the risk of whether not moving forward with implementing transportation projects would pose a public risk.
- Find ways to be nimble and responsive to different needs with the new project bond.
 - Recognize the region has several applications submitted or in development for various discretionary opportunities created through the Bipartisan Infrastructure Law. Knowing this, in pursuing a new regional project bond, leave the opportunity open for nimbleness to allow for bond proceeds to support these efforts.
 - Another comment also supported the idea of nimbleness be an aspect of the new project bond proposal. Cited an example where having access to a small amount of local funds to construct a traffic signal would support unlocking a new area for housing development.
 - Comment also cited ODOT's Immediate Opportunity Fund (IOF) as an example structure for such a way to be nimble.
- Emphasize that bond proceeds should be used for implementation rather than project development.
 - This is in part because of the region's previous planning work and the number of projects trying to put together their construction funding packages.
- Emphasize safety policies and projects to guide the development of a new project bond proposal.
- Support projects that help implement land use goals and development of housing along corridors.
- Would like to have projects that reduce carbon emissions because of the urgency of the climate crisis.
- Desire to see first and last mile connections reflected in a new project bond.
 - Particularly with the prioritization of those first and last mile connections in marginalized communities.

Step 1B – Region-wide Programs & Planning Activities

- Comments specific to this area was not received.

Step 2 – Competitive Capital Grants Allocation

- Overwhelming support for providing technical resources and support to small jurisdictions in the Step 2 allocation process.
 - Support for small jurisdictions in putting together Step 2 grant applications.
- Appreciate the incorporation of resiliency in the technical evaluation criteria.
 - Would like to have the region expand its notion of resiliency to include the active transportation network. A complete active transportation network is a benefit in providing redundancy for means of travel when addressing a weather or seismic emergency.
- Support and opposition towards the reduction of the application cap for Step 2
 - Continued concern the reduction in the application cap is anthesis to responding to receiving applications from small jurisdictions
 - But some members were supportive of the reduced number of applications based on the rationale provided by Metro staff
- Concern that the increase in the project cost thresholds for Step 2 applications is prohibitive for small jurisdictions project applications

- Example cited is that for some smaller jurisdictions, even their largest capital projects do not necessitate \$1 million in project development.
- Support for the new evaluation criteria of design, but with a desire to dig in and understand the performance metrics which will be applied as part of this new evaluation criteria.
 - Reward project designs which facilitate greater housing density, particularly corridors and in areas developing.
 - Further make the housing-land use and transportation connection through these criteria or another criterion.

Other

- Want to see the Regional Flexible Funds find a way to support making the transit system more resilient to extreme weather. Citing that transit runs in places with both heat (i.e. Phoenix) and snow-ice (i.e. Minneapolis), that the region's transit system continues to fail on hot days and snow conditions is an issue that needs to be remedied.

Memo

Date: Thursday, April 25, 2024
To: TPAC and Interested Parties
From: Ted Leybold, Resource Development Section Manager
Subject: Redistribution Funds – Allocation Proposal

Purpose: To propose an approach to allocating redistribution funds.

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

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

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

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding. MTIP staff want to use this redistribution funding opportunity to share with the MPO stakeholders the rewards for undertaking recent project delivery initiatives and to support additional initiatives that will further reduce risks to meeting the region’s obligation targets.

Funding Allocation Direction Proposal: The funding program direction for the following proposal is to invest these funds to ensure the region continues to meet our obligation targets and remains eligible to continue to receive additional redistribution funds in the future, and not subject the region to funding penalties for not meeting our obligation targets.

Allocation Proposal: Following is a proposal for how to allocate the funds in an efficient manner to continue to improve our on-time and on-scope delivery of projects.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then ask the project lead agencies to nominate requests. Metro and potentially ODOT staff will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations). With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation

package. This includes providing the redistribution funding to projects throughout the region

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

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

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

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

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

- \$225,000 for on-call consultant technical assistance in completing project applications for qualifying small agencies.
- \$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.
- \$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.

Next Steps: If TPAC, JPACT and Metro Council input generally indicates comfort with this allocation proposal, Metro staff will return in June and request your recommendation to JPACT and the Metro Council to pursue a process and direction for the allocation of the redistribution funds.

Question for TPAC: Do you have any input on the allocation proposal for redistribution funds?