

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, January 7, 2022  
Time: 9:00 a.m. to 11:30 a.m.  
Place: Virtual meeting held via Zoom  
[Connect with Zoom](#)  
Passcode: 042255  
Phone: 877-853-5257 (Toll Free)

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

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

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

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## 2022 TPAC Work Program

As of 12/30/2021

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

### **January 7, 2022 9:00 – 11:30 a.m.**

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- 2022 TPAC overview of meetings/workshops, Community Representatives update (Chair Kloster)

#### **Agenda Items:**

- **MTIP Formal Amendment 21-\*\*\*\***  
Recommendation to JPACT (Lobeck, 15 min)
- **Res 21-5211, amending FY 2021-22 UPWP to add Sunrise Community Visioning Project funded since UPWP adopted** Recommendation to JPACT (John Mermin, 10 min)
- **Res 21-5215, amending FY 2021-22 UPWP to amend funding and add detail to Existing I-5 Boone Bridge Planning Project** Recommendation to JPACT (John Mermin, 10 min)
- **Res 21-5216, amending FY 2021-22 UPWP to add Regional Mobility Pricing Project funded since the UPWP adopted** Recommendation to JPACT (John Mermin, 10 min)
- 2023 Regional Transportation Plan Vision and Priority Outcomes – Discussion (Kim Ellis; 40 min)
- 2024-27 ODOT Administered Funding- Infrastructure Investment & Jobs Act (IIJA) (Chris Ford, ODOT; 25 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

### **January 12, 2022 – TPAC Workshop**

**10 am – noon**

#### **Agenda Items:**

- Regional Mobility Policy Update: Case Study Findings (Kim Ellis, Metro/ Lidwien Rahman, ODOT/ Susie Wright, Kittelson & Associates, 35 min)
- Regional Freight Delay & Commodities Movement Study Policy Framework (Tim Collins, Metro/ Chris Lamm, Cambridge Systematics; 35 min)
- FFY 2021 Obligation Target performance and Annual Obligation Report (Ted Leybold/Ken Lobeck, Metro; 25 min)



**February 4, 2022 9:00 – 11:30 a.m.**

Comments from the Chair:

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

**Agenda Items:**

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

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

**Agenda Items:**

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

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

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

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

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

**Parking Lot: Future Topics/Periodic Updates**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Update on SW Corridor Transit</li> <li>• Burnside Bridge Earthquake Ready Project Update (Megan Neill, Multnomah Co)</li> <li>• Columbia Connects Project</li> <li>• Best Practices and Data to Support Natural Resources Protection</li> </ul> | <ul style="list-style-type: none"> <li>• Ride Connection Program Report (Julie Wilcke)</li> <li>• Get There Oregon Program Update (Marne Duke)</li> <li>• RTO Updates (Dan Kaempff)</li> <li>• 2021 PILOT Grants Update (Eliot Rose)</li> <li>• Telework affects post COVID on transportation (TriMet/Eliot Rose)</li> </ul> |
|--|--|

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.  
To check on closure or cancellations during inclement weather please call 503-797-1700.

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

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

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## **BACKGROUND:**

### **Formal Amendments Approval Process:**

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

### **Administrative Modifications Approval Process:**

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

### **Added Note:**

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



## MTIP Formal Amendments

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

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

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

Current approval progress for all three formal MTIP amendments:

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

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

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

Current approval progress for all three formal MTIP amendments:

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

## December Administrative Modifications

**Administrative Modification Bundle #AM22-07-DEC1**

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

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

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

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

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

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

### Administrative Modification Bundle #AM22-08-DEC2

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





# Memo

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

## 2022 TPAC Meeting Schedule

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

### **TPAC Monthly Meetings every 1<sup>st</sup> Friday, unless otherwise noted NOTE: 9:00 a.m. start!**

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

*\*Schedule adjusted to accommodate legal holiday.*

### **TPAC Workshops every other month, 2<sup>nd</sup> Wednesday**

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

### **TPAC & MTAC Combined Workshops every other month, 3<sup>rd</sup> Wednesday**

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

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, December 3, 2021 | 9:30 a.m. to 11:30 a.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

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

**Affiliate**

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

**Alternates Attending**

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

**Affiliate**

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

**Members Excused**

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

**Affiliate**

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

### **Guests Attending**

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

### **Affiliate**

City of Lake Oswego  
  
Oregon Department of Transportation  
City of Beaverton  
City of King City  
City of Tualatin  
  
Oregon Department of Transportation consultant  
  
Oregon Department of Transportation  
  
Oregon Department of Transportation  
Portland Bureau of Transportation  
Oregon Department of Transportation  
Oregon Department of Transportation  
Safe Routes to Schools  
Oregon Department of Transportation  
  
City of Troutdale

### **Metro Staff Attending**

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

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

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

### **Comments from the Chair and Committee Members**

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

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

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

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

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

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

- **RAISE grant award announcement – Council Creek Trail** (Chris Deffebach) Ms. Deffebach announced the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant award to Washington County for \$12,200,000 toward the Council Creek Regional Trail Project. The project will construct an approximately 5.5-mile multi-use trail along an unused railroad right-of-way. The trail will extend from Hillsboro through Cornelius, to Forest Grove. Credit to years of partnership with cities and agencies was given.

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

**Consideration of TPAC Minutes from November 5, 2021**

**MOTION: To approve minutes from November 5, 2021**

Moved: Karen Buehrig

Seconded: Allison Boyd

**ACTION: Motion passed unanimously with no abstentions.**

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

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

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

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

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

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

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

Comments from the committee:

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

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

Moved: Don Odermott

Seconded: Chris Deffebach

**ACTION: Motion passed unanimously with no abstentions.**

**I-205 Toll Project (Preliminary Engineering Phase); Ordinance No. 21-1467 Amending the 2018 Regional Transportation Plan (RTP) to include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project**

(Kim Ellis, Metro/ Mandy Putney & Gareth Prior, ODOT) Kim Ellis provided an introduction to the proposed Ordinance 21-1467 amending the 2018 Regional Transportation Plan (RTP).

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

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

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

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

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

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



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

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

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

Amendment Performance Evaluation Assessment is still to be developed.

Comments from the committee:

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

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

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

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

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

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

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

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

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

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

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

Comments from the committee:

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

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

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

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

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

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

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

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

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

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

Comments from the committee:

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

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

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

Comments from the committee:

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

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

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

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

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

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

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

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

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

Comments from the committee:

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

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

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

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

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

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

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

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

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

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

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

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

\*PROTECT Grant Program \$1.4 billion

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

\*Wildlife Crossings Program: \$350 million

\*Congestion Relief Program: \$250

\*Healthy Streets Program: \$500 million

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



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

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

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

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

Future meetings and how to participate were shared:

- Region 1 ACT December 6:  
[https://www.oregon.gov/odot/Get-Involved/ACT/120621\\_R1ACT\\_agenda.pdf](https://www.oregon.gov/odot/Get-Involved/ACT/120621_R1ACT_agenda.pdf)
- ODOT Webinar December 7:  
<https://content.govdelivery.com/accounts/ORDOT/bulletins/2fcdde>
- JPACT - Travis Brouwer will present - December 18  
<https://oregonmetro.legistar.com/Calendar.aspx>
- Provide Comments to the Oregon Transportation Commission (OTC): <https://www.oregon.gov/odot/Get-Involved/Pages/OTCComments.aspx>

Comments from the committee:

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

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

### **Adjournment**

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

Respectfully submitted,  
Marie Miller, TPAC Recorder

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

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

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

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2022.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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



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

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

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



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



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

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

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

**Detailed Description:** Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation from FFY 2022 supporting SFY 23 UPWP. Inclusion into Master Agreement expected)

**STIP Description:** TBD. The project is programmed outside of the STIP 2021-24 constrained years

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

- The formal amendment advances the current programming year of FFY 2025 forward to FFY 2022. A preliminary review of the SFY 2023 UPWP program budget needs indicates the funds will be required as part of the overall SFY 2023 UPWP.
- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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

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



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

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

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

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2025</del>	<del>\$ 154,280</del>					\$ -
								\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 17,658</del>					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			<del>\$ 171,938</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 171,938</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (171,938)	\$ -	\$ -	\$ -	\$ -	\$ (171,938)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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

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

Current MTIP Programming for Key 20877 and 21839

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

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





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

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

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

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

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2025</del>	<del>\$ 1,400,673</del>					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 160,313</del>					\$ -
								\$ -
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			<del>\$ 1,560,986</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,560,986</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -
Phase Amount Change:			\$ (1,560,986)	\$ -	\$ -	\$ -	\$ -	\$ (1,560,986)
Phase Change Percent:			-100.0%	0.0%	0.0%	0.0%	0.0%	-100.0%

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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

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

Current MTIP Programming for Key 22151 and 21839

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

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



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

**Formal Amendment**  
**COMBINE**  
 Combine STBG from Keys 20877 and  
 22151

<b>Lead Agency: Metro</b>		Project Type: Planning	<b>ODOT Key: 21839</b>
<b>Project Name:</b> Portland Metro Planning SFY23	4	ODOT Type: Planning	<b>MTIP ID: 71224</b>
		Performance Meas: No	<b>Status: 0</b>
<b>Project Status: 0 = No activity.</b>		Capacity Enhancing: No	<b>Comp Date: 12/31/2023</b>
		Conformity Exempt: Yes	RTP ID: 11103
<b>Short Description:</b> Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY 23
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend #: TBD	<b>MTIP Amnd #: JA22-07-JAN2</b>

**Detailed Description:** Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.

**STIP Description:** TBD

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency and Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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

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

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

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





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

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

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

Last Amendment of Modification: Formal -

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027
- > RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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

**2021-2026 Metropolitan Transportation Improvement Program (MTIP)**

Current Approved Project List with Approved Amendments



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



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

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

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

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



**2021-2026 Metropolitan Transportation Improvement Program (MTIP)**  
 Current Approved Project List with Approved Amendments



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



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

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

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

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

- The formal amendment advances the TOD program from FY 2025 to FFY 2022 with the lead agency changed to be TriMet as has occurred for past TOD programs. Flex transfer to FTA appears will be required.
- > Will Performance Measurements Apply: No

**RTP References:**

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

**Fund Codes:**

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

**Other**

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

<b>LEAD AGENCY</b>		Metro				
<b>PROJECT NAME</b>		Transit Oriented Development (TOD) program (FFY 2022)				
Project IDs		Project Description				Project Type
<b>ODOT KEY</b>	<b>22163</b>	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)				Transit oriented development
MTIP ID	71102					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$3,495,507	\$400,076	\$0	\$3,895,583
FY 21-26 Totals			\$3,495,507	\$400,076	\$0	\$3,895,583
Estimated Project Cost (YOE\$)			\$3,495,507	\$400,076	\$0	\$3,895,583



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

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

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

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Yes. The project will be incorporated into the SFY 2023 UPWP. A follow-on administrative modification may occur to shift the approved STBG funds into the Master Agreement UPWP project Key 21839.
- > RTP Goals: Goal 11 - Transparency an Accounting
- > Goal Objective: Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

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

**Other**

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



**2021-2026 Metropolitan Transportation Improvement Program (MTIP)**  
 Current Approved Project List with Approved Amendments



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



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

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

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

**Detailed Description:** In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between 6.91 to 6.93, and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)

**STIP Description:** Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

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

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

**RTP References:**

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 6 - Healthy Environment
- > Goal Objective and description: Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

**Fund Codes:**

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

**Other**

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

**Key Number: 22552**

**2021-2024 STIP**

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

**(DRAFT AMENDMENT**

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



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

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

<b>Lead Agency:</b> ODOT		Project Type: Safety	<b>ODOT Key:</b> 22551
<b>Project Name:</b> <b>US26: SE Powell Blvd &amp; SE 36th Ave</b>	<b>10</b>	ODOT Type: Safety	<b>MTIP ID:</b> TBD
		Performance Meas: No	<b>Status:</b> 2
		Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2025
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: US26	RFFA ID: N/A
		Mile Post Begin: 2.70	RFFA Cycle: N/A
		Mile Post End: 2.77	UPWP: No
		Length: 0.07	UPWP Cycle: No
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: 21-24-1824	<b>MTIP Amnd #: JN22-07-JAN2</b>

**Detailed Description:** in SE Portland on US26 (SE Powell Blvd) at approximately SE 36th Ave (MP 2.70 to MP 2.70), design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety (Exempt - Table 2, Safety, RTP ID 12095)

**STIP Description:** Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

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

- > Will Performance Measurements Apply: Yes, Safety

**RTP References:**

- > RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity
- > Exemption status: Exempt project per 93 CFR 126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: No
- > Fiscal constraint and proof of funding through approval of ODOT Director. No OTC approval was required.
- > RTP Goals: Goal 5: Safety and Security
- > Goal Objective and description: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

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

**Other**

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



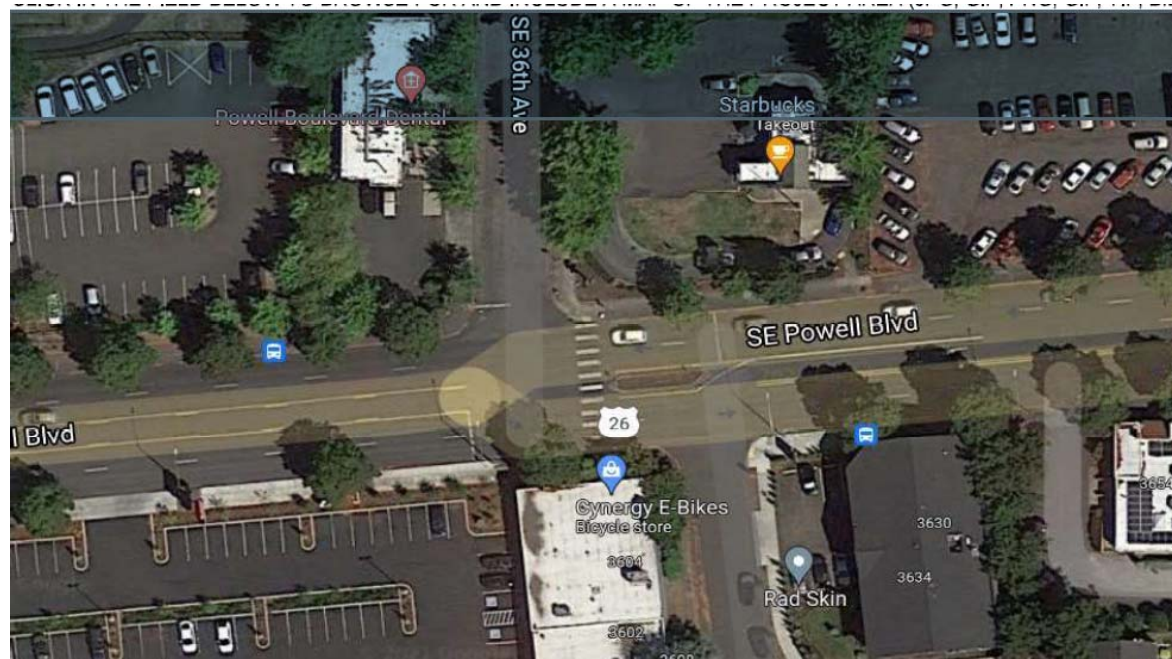
Key Number: **22551**

2021-2024 STIP

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

(DRAFT AMENDMENT)

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





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

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

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

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

**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: No

**RTP References:**

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

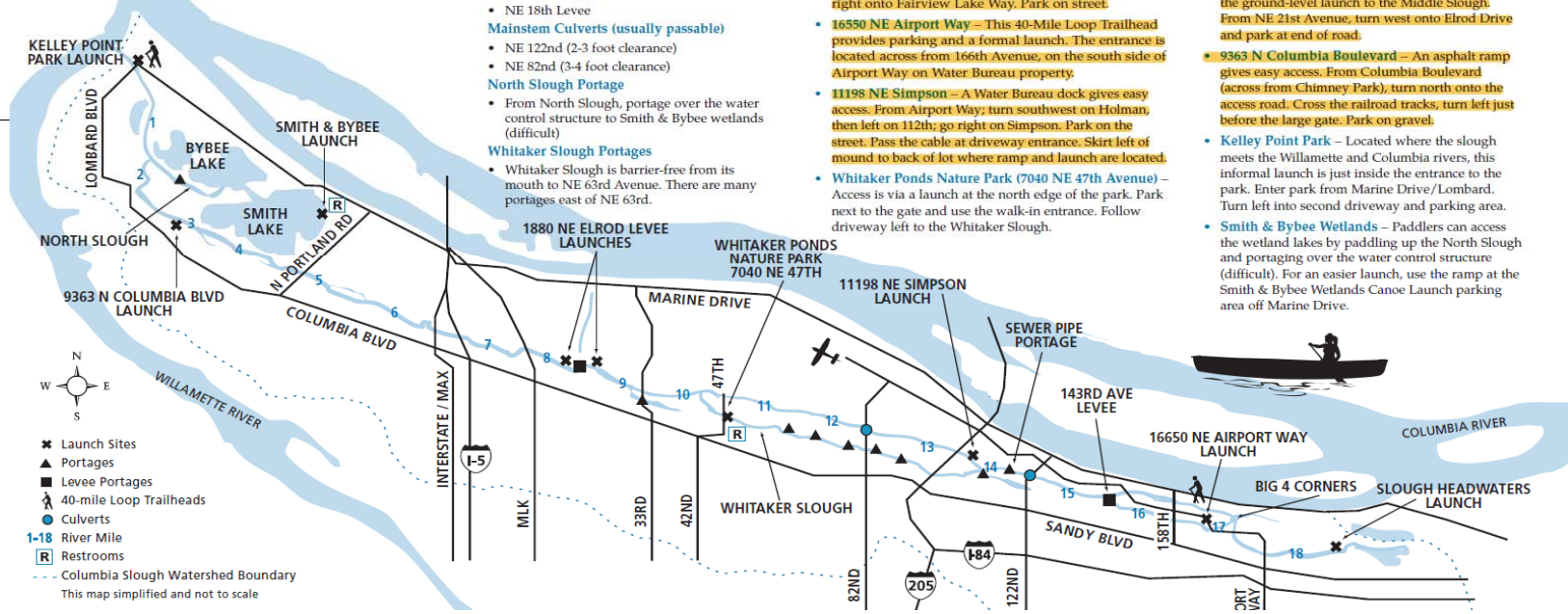
**Fund Codes:**

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

**Other**

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

# Columbia Slough



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

Exhibit b) 2021 RTP Non-Motorized Grant Requests

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



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

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

<b>Lead Agency:</b> Troutdale		Project Type:	Active	<b>ODOT Key:</b> 22543	
<b>Project Name:</b> North Beavercreek Bridge Replacement	12	ODOT Type	Bike/Ped	<b>MTIP ID:</b> TBD	
		Performance Meas:	No	<b>Status:</b> 2	
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	<b>Comp Date:</b> 9/30/2025	
		Conformity Exempt:	Yes	RTP ID:	N/A
<b>Short Description:</b> Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	No
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #: 21-24-1811			MTIP Amnd #:

**Detailed Description:** In the northeast Metro region in the city of Troutdale on Beaver Creek Canyon River (at about 1.15 miles on Beaver Creek, a tributary of Sandy River), replace the failed timber pedestrian bridge with a free-span bridge to provide the public a safe crossing over Beaver Creek and provide trail connections in Troutdale (Oregon FY 2021 RTP grant award)

**STIP Description:** Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale.

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



**PROJECT FUNDING DETAILS**

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

**Notes and Summary of Changes:**

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

**Amendment Summary:**

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

- > Will Performance Measurements Apply: No

**RTP References:**

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

**Fund Codes:**

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

Oregon Parks and Recreation Department  
November 17, 2021

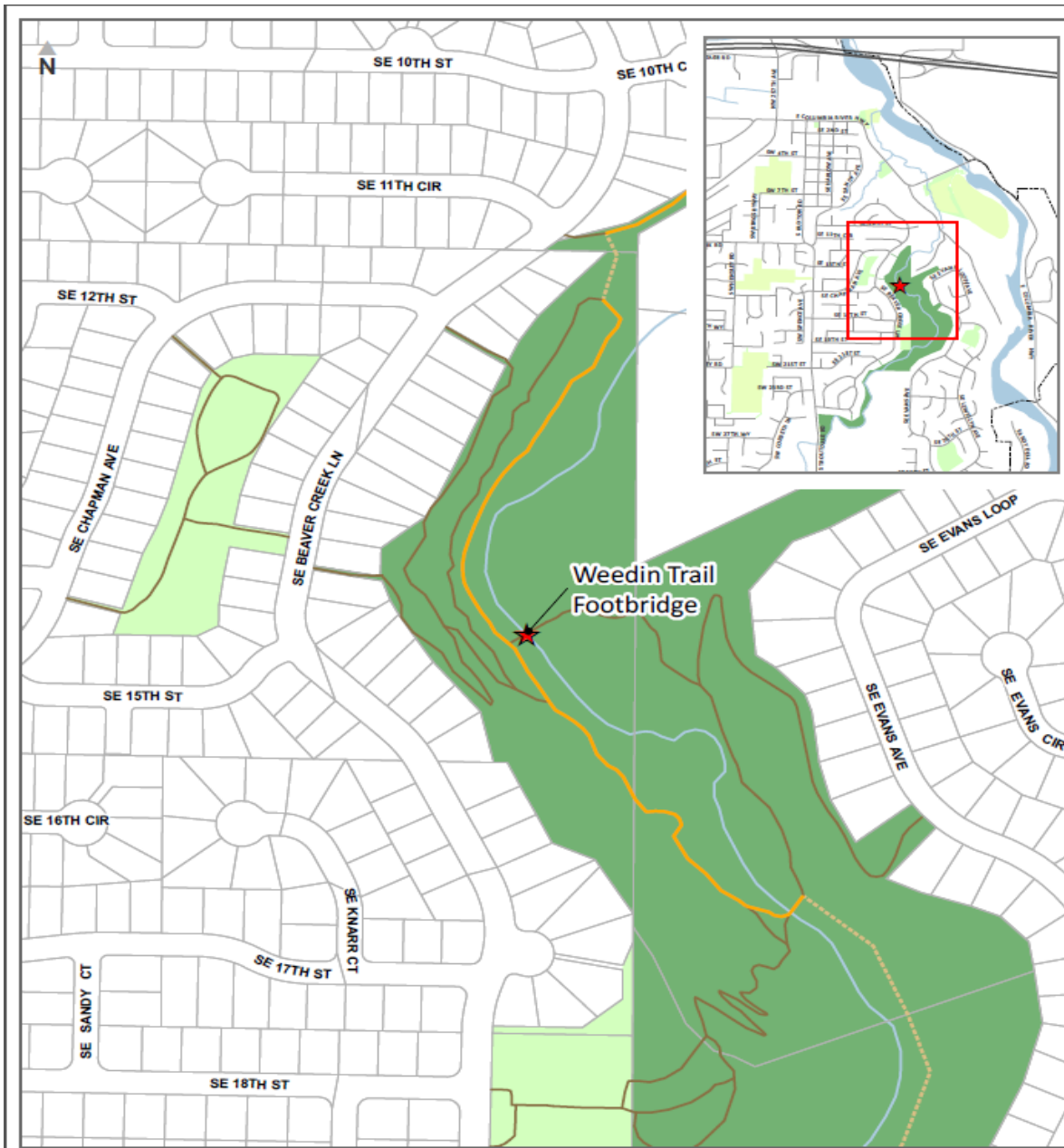
**Recreational Trails Program (RTP) Project Ranking**  
**Non-Motorized Grant Requests**  
\$1,365,686 Available

**Other**

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

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

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

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

## FORMAL AMENDMENT STAFF REPORT

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

### BACKGROUND

#### What This Is:

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

#### What is the requested action?

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

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

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

End SFY 23 UPWP Project Amendment List

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

**AMENDMENT BUNDLE SUMMARY:**

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

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

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

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

### **January 2022 MTIP FORMAL AMENDMENT REGULAR BUNDLE PREVIEW**

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

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

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

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

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



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

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



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

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

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

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

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

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

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

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

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

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



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

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

- **Proposed improvements:**  
Key 22172 commits funding for Metro's UPWP Statewide Travel Survey project to occur as part of the SFY 23 UPWP. The funding reflects Metro's contribution to statewide travel survey to inform travel forecasting model
- **Source:** Existing project.
- **Amendment Action:** The amendment advances the project from the informational, non-constrained FFY 2025 forward to FFY 2022. The project name is tweaked to reflect the project will be part of the SFY 2023 UPWP. The project will remain as a stand-alone project in the MTIP as it is expected to require flex-transferring to FTA for obligation and implementation.
- **Additional Amendment Evaluation Required:** No.  
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- **Funding:**  
The funding for the project consists of Metro Step 1 Regional Flexible Funds Allocation (RFFA) Surface Transportation Block Grant (STBG) funds.
- **FTA Conversion Code:** FTA 5307. The STBG funds will be flex transferred to FTA enabling a TrAMS grant application to move forward to obligate the funds and implement the project
- **Location, Limits and Mile Posts:**
  - Location: Regional (considered a planning project)
  - Cross Street Limits: N/A
  - Overall Mile Post Limits: N/A
- **Current Status Code:** 0 = No activity.
- **Air Conformity/Capacity Status:**  
Key 22172 is a non-capacity enhancing planning project. It is exempt from air quality conformity and transportation demand modeling analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.
- **Regional Significance Status:** The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP.
- **Amendment ID and Approval Estimates:**
  - STIP Amendment Number: TBD
  - MTIP Amendment Number: JA22-07-JAN2
  - OTC approval required: No.

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

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



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

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



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

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

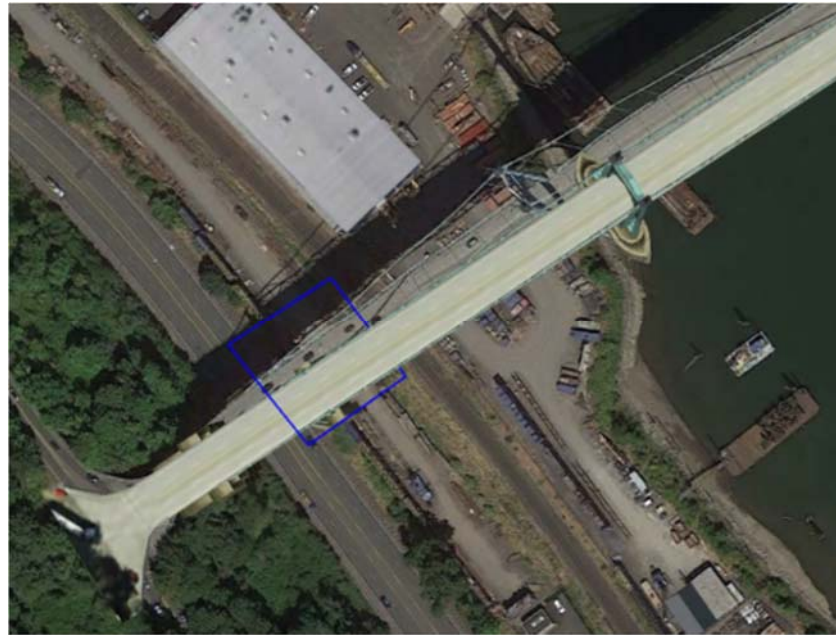
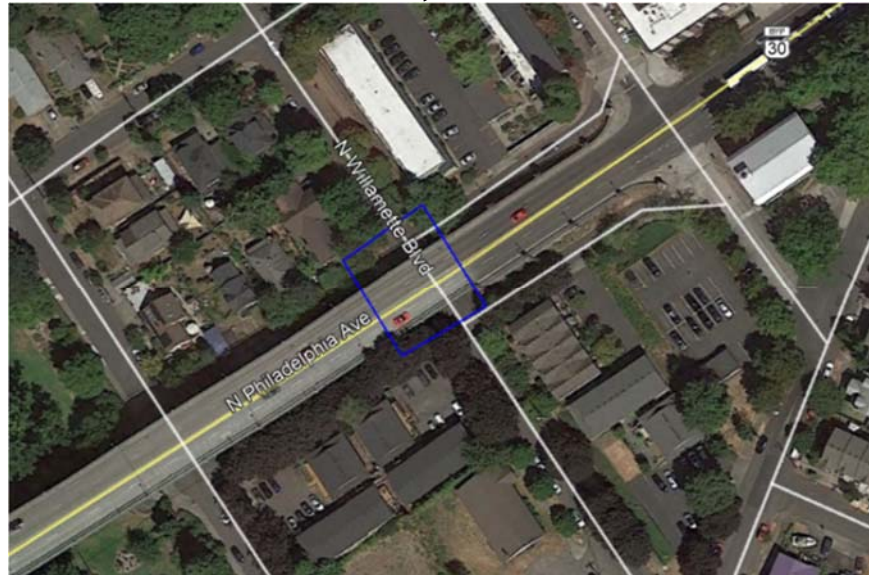


- **Funding:**  
The funding for the project is sourced from the new transportation bill allowing funding to be advanced. Federal Advance Construction is being used to program the phase costs until the specific federal fund type code is known.
- **FTA Conversion Code:** Not applicable. No transit funds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

Fremont



St Johns




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

	<ul style="list-style-type: none"> <li>○ MTIP Amendment Number: JA22-07-JAN2</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for February 10, 2022.</li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP. ODOT is a potentially responsible party (PRP) for the Portland Harbor Superfund site and has several drainage areas, located on multiple facilities, which currently discharge stormwater to portions of the Willamette River within the Portland Harbor.</p> <p>To reduce the potential for recontamination of the Portland Harbor, ODOT has been working with the Oregon Department of Environmental Quality (DEQ) over the past several years to seek a source control determination for ODOT stormwater. Over the past two years, ODOT has developed a feasibility study in partnership with DEQ to identify viable solutions to achieve this source control determination. The results of the advanced investigation/scoping confirmed the results of the feasibility study for the St. Johns Bridge locations and Fremont Bridge locations.</p>
<p>Additional Details:</p>	<p style="text-align: center;"><b>Location Maps</b></p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="480 1014 919 1486"> <p style="text-align: center;"><b>FREMONT BRIDGE</b></p> </div> <div data-bbox="964 1014 1393 1486"> <p style="text-align: center;"><b>ST JOHNS BRIDGE</b></p> </div> </div>
<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Total programming for Key 22552 is \$4,400,000</p>
<p>Added Notes:</p>	<p>N/A</p>

<p><b>Project 10</b></p>	<p><b>US26: SE Powell Blvd &amp; SE 36th Ave (New Project)</b></p>		
<p>Lead Agency:</p>	<p><b>ODOT</b></p>		
<p>ODOT Key Number:</p>	<p><b>22551</b></p>	<p>MTIP ID Number:</p>	<p>TBD</p>

<p>Projects Description:</p>	<p><b>Project Snapshot:</b></p> <ul style="list-style-type: none"> <li>• <b><u>Quick Amendment Summary:</u></b> The amendment adds ODOT's new safety improvement project on US26 (Powell Blvd at SE 36<sup>th</sup> Ave) to the 2021-26 MTIP</li> <li>• <u>Metro UPWP Project:</u> No</li> <li>• <u>Proposed improvements:</u> Key 22551 will design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety.</li> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Adds the new safety project to the 2021-26 MTIP.</li> <li>• <u>Additional Amendment Evaluation Required:</u> No. The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.</li> <li>• <u>Funding:</u> The funding for the project utilizes remaining non-obligated State funds from Key 21315.</li> <li>• <u>FTA Conversion Code:</u> Not applicable. No transit funds are involved.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: On US26 in southeast Portland</li> <li>○ Cross Street Limits: At SE 36<sup>th</sup> Ave</li> <li>○ Overall Mile Post Limits: MP 2.70 to MP 2.77</li> </ul> </li> </ul> <div data-bbox="527 1260 1372 1764" style="text-align: center;"> </div> <ul style="list-style-type: none"> <li>• <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</li> </ul>
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	<ul style="list-style-type: none"> <li>• <b><u>Air Conformity/Capacity Status:</u></b> Key 22551 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</li> <li>• <b><u>Regional Significance Status:</u></b> The project is regionally significant as it contains federal funds and is located on a defined Major Arterial in the Metro Motor Vehicle Modeling Network</li> <li>• <b><u>Amendment ID and Approval Estimates:</u></b> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-1824</li> <li>○ MTIP Amendment Number: JA22-07-JAN2</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for February 10, 2022.</li> </ul> </li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new project utilizing State funds to the 2021-26 MTIP. The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.</p>
<p>Additional Details:</p>	<p style="text-align: center;">Project Location Views</p> 

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

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

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

Exhibit b) 2021 RTP Non-Motorized Grant Requests

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

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

**AMENDMENT ACTION: ADD NEW PROJECT**

What is changing?

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

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

	<p>motorized uses</p> <p>The Columbia Slough Watershed Council will create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of water-body obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.</p>
<p>Additional Details:</p>	<p><b>Portages and Culverts</b></p> <ul style="list-style-type: none"> <li>• Mainstem Portages             <ul style="list-style-type: none"> <li>• NE 14th Levee</li> <li>• Water level pipe at NE 12th Ave</li> <li>• NE 10th Levee</li> </ul> </li> <li>• Mainstem Culverts (usually passable)             <ul style="list-style-type: none"> <li>• NE 122nd (2.3 foot clearance)</li> <li>• NE 82nd (3-4 foot clearance)</li> </ul> </li> <li>• North Slough Portage             <ul style="list-style-type: none"> <li>• From North slough portage over the water control structure to Smith &amp; Bybee wetlands (difficult)</li> </ul> </li> <li>• Whitaker Slough Portages             <ul style="list-style-type: none"> <li>• Whitaker Slough is barrier free from its mouth to NE 47th Avenue. There are many portages east of NE 47th.</li> </ul> </li> </ul> <p><b>Launch Sites</b></p> <ul style="list-style-type: none"> <li>• Slough Headwaters - A steep informal access is located just west of the mouth of Fairview Lake. Run south from Marine Drive at Interchange Levee, turn right onto Fairview Lake Way. Park on street.</li> <li>• 16550 NE Airport Way - This 40-Mile Loop Trailhead provides parking and a formal launch. The entrance is located across from Smith Avenue on the south side of Airport Way on Water Business property.</li> <li>• 11198 NE Simpson - A Water Business dock gives easy access. From Airport Way, turn southeast on 11th Ave then left on 122nd to go right on Simpson. Park on the street. From the cable at driveway entrance, hike left of road to back of lot where ramp and launch are located.</li> <li>• Whitaker Friends Nature Park (7000 NE 47th Avenue) - Access is via a launch at the north edge of the park. Park next to the gate and use the walk-in entrance. Follow driveway left to the Whitaker Slough.</li> <li>• 1800 NE Elrod - Two launches at the Multnomah County Drainage District office are located at the levee. Hike over the levee to Lower Slough on one the ground-level launch to the Middle Slough. From NE 21st Avenue, turn west onto Elrod Drive and park at end of road.</li> <li>• 16650 NE Airport Way - The asphalt ramp gives easy access. From Columbia Boulevard and across from Chimney Park, turn north onto the access road. Cross the railroad tracks, turn left just before the large gate. Park on gravel.</li> <li>• Kelley Point Park - Located where the slough meets the Willamette and Columbia rivers, the informal launch is just inside the entrance to the park. Enter park from Marine Drive/Lombard. Turn left into second driveway and parking area.</li> <li>• Smith &amp; Bybee Wetlands - Paddlers can access the wetland lakes by paddling up the North Slough and portaging over the water control structure. (difficult) For an easier launch, use the ramp at the South &amp; Bybee Wetlands Canoe Launch parking area off Marine Drive.</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Adding a new project to the MTIP requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount is \$38,949</p>
<p>Added Notes:</p>	<p>N/A</p>

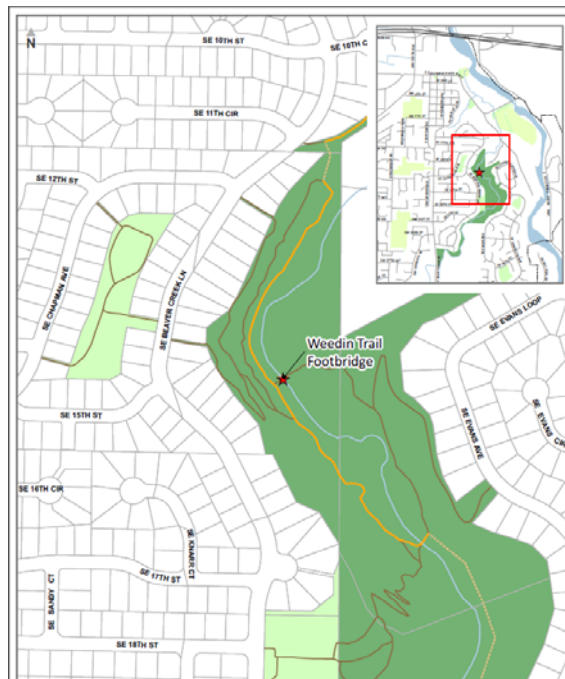
<p><b>Project 12</b></p>	<p><b>North Beaver Creek Bridge Replacement (New Project)</b></p>		
<p>Lead Agency:</p>	<p><b>Troutdale</b></p>		
<p>ODOT Key Number:</p>	<p><b>22543</b></p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none">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



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

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

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



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

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

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

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

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

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

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

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

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

**APPROVAL STEPS AND TIMING**

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

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

Notes:

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

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

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

**ANALYSIS/INFORMATION**

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

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

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

**RECOMMENDED ACTION:**

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

No Attachments

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

Approved as to Form:

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

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## Sunrise Gateway Corridor Community Visioning Project

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**Staff Contact:** Clackamas County - Jamie Stasny, [jstasny@clackamas.us](mailto:jstasny@clackamas.us)

### Description

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

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

Specifically, this effort will:

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

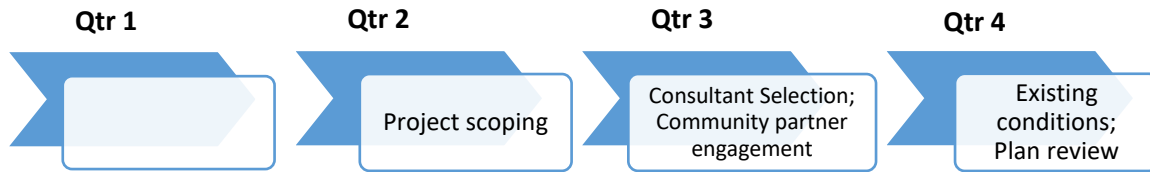
Early scoping for the project is currently underway. The goal is to initiate the consultant selection process in early 2022, and begin community engagement in spring of 2022. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County.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

FY 2021-22 Unified Planning Work Program

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

**Key Project Deliverables / Milestones**



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**FY 2021-22 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 450,000	Federal grant	\$ 400,000
Materials & Services	\$	Local Match	\$ 50,000
<b>TOTAL</b>	<b>\$ 450,000</b>	<b>TOTAL</b>	<b>\$ 450,000</b>



## STAFF REPORT

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

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

Prepared by: John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov), Jamie Stasny, [JStasny@clackamas.us](mailto:JStasny@clackamas.us)

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### ISSUE STATEMENT

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

### ACTION REQUESTED

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

### IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety
- Managing Congestion
- Climate

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

### STAFF RECOMMENDATIONS

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

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

#### Known Opposition

None

### Legal Antecedents

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

### Anticipated Effects

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

### **BACKGROUND**

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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

**Staff Contact:** ~~Kristen Stallman~~ Vanessa Vissar,  
[vanessa.vissar@odot.oregon.gov](mailto:vanessa.vissar@odot.oregon.gov) ~~Kristen.Stallman@odot.state.or.us~~

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

## Description

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

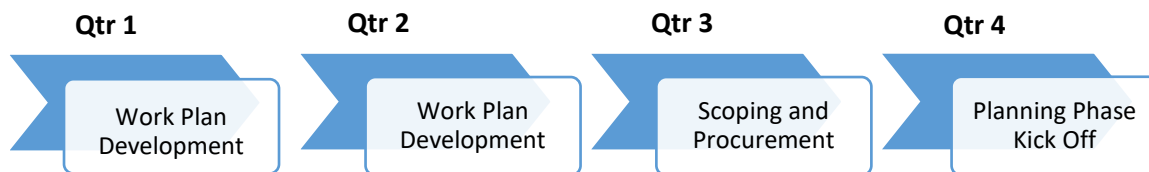
As directed by the 2019 Legislature, ODOT ~~hired a contractor to evaluate~~ the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon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

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

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

## Key Project Deliverables / Milestones

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



FY 2021-22 Unified Planning Work Program

**FY 2021-~~21~~2 Cost and Funding Sources**

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

**Requirements:**

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

**Resources:**

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

## STAFF REPORT

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

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

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

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### ISSUE STATEMENT

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

### ACTION REQUESTED

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

### IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety
- Managing Congestion
- Climate

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

### STAFF RECOMMENDATIONS

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

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

#### Known Opposition

None

#### Legal Antecedents

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

Anticipated Effects

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

**BACKGROUND**

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

Approved as to Form:

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



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

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

### **Description**

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

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

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

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

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

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

FY 2021-22 Unified Planning Work Program

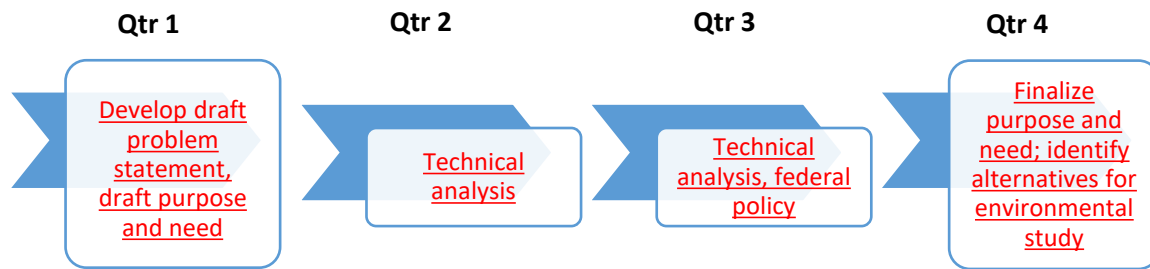
~~Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.~~

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

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

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

**Key Project Deliverables / Milestones FY 2021-2022**



**FY 2021-22 Cost and Funding Sources**

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

Requirements:		Resources:	
Personal Services	\$4,157,018	Federal grant	\$3,965,460
Materials & Services	\$142,982	Local Match	\$334,540
TOTAL	\$4,300,000	TOTAL	\$4,300,000

## STAFF REPORT

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

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

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

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### ISSUE STATEMENT

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

### ACTION REQUESTED

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

### IDENTIFIED POLICY OUTCOMES

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

- Equity
- Safety
- Managing Congestion
- Climate

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

### STAFF RECOMMENDATIONS

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

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

#### Known Opposition

None

## Legal Antecedents

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

## Anticipated Effects

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

## **BACKGROUND**

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

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

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

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

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

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

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

# Memo



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

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

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## PURPOSE

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

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

## UPDATE ON SCOPING ENGAGEMENT ACTIVITIES SINCE OCTOBER 2021

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

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

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

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

### **UPCOMING SCOPING ENGAGEMENT ACTIVITIES IN EARLY 2022**

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

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

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

### **NEXT STEPS FOR SHAPING 2023 RTP WORK PLAN AND ENGAGEMENT PLAN**

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

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



## 2023 REGIONAL TRANSPORTATION PLAN

### SHARE YOUR THOUGHTS

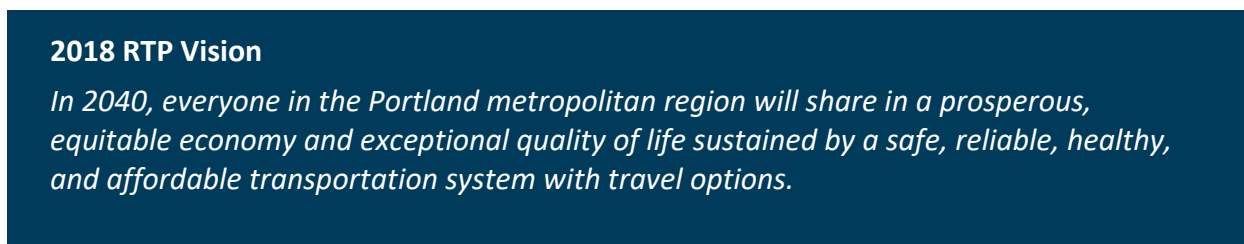
#### on the 2018 Regional Transportation Plan (RTP) Vision and Priority Outcomes

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

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

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

**Figure 1. 2018 Regional Transportation Vision**



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

**Figure 2. 2018 Regional Transportation Plan Priority Policy Outcomes**



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



**DISCUSSION WORKSHEET**

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

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

Yes / No / Unsure

2. If no, what would you change?

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

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

equity  safety  climate  congestion

5. Why did you rank the priorities this way?

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



# 2023 REGIONAL TRANSPORTATION PLAN

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

### October 2021 to February 2022

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

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

### February to March 2022

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

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

Materials following this page were distributed at the meeting.



# Memo

Date: January 6, 2021  
 To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties  
 From: Lake McTighe, Regional Planner  
 Subject: December 2021 fatal crash update

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Metro develops this memo using fatal crash information from the Preliminary Fatal Crash report provided by the Oregon Department of Transportation (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes.

As of the **12/28/21** ODOT fatal crash report and available police notices, **131** people have died in car crashes (an average of 11 people a month) in the three counties.

- The number of fatalities decreased slightly from 2020 (139) and 2019 (136). However, over the past six years fatalities trending upwards. The increase appears to be primarily in Multnomah County. In Clackamas and Washington Counties, fatalities appear to be trending downward.
- Of the people killed, 31 percent have been people walking or outside a vehicle, 16 percent have been people riding a motorcycle (including one moped involved crash), and 53 percent have been people driving or riding in a motor vehicle (including commercial vehicles). There have been no fatalities of people riding bicycles in the three counties this year.
- Eighty-three of the fatalities were in Multnomah County (63 percent), 30 were in Clackamas County (23 percent), and 18 were in Washington County (14 percent).
- Forty-nine of the fatalities (37 percent) occurred on a state owned highway.
- Statewide, **581** people have died in traffic crashes (an average of 48 people a month).

### Traffic crash fatalities in Clackamas, Multnomah and Washington Counties as of 12/28/21

Source: ODOT preliminary crash report, police reports and news media

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	Ciera Summer Cannon, 31	driving	OR 212	Clackamas	12/27
1	Unidentified	walking	N Interstate Ave, Portland	Multnomah	12/25
1	Vivian Gale Phillips, 70	walking	NE Fremont, Portland	Multnomah	12/21
2	Jessie R. Ugelstad, 27 & Steven C. Alcorn Jr., 36	driving	Lombard Street	Multnomah	12/16
1	Bryan Ross Shore, 68	driving	SE Burnside & SE Powell, Portland	Multnomah	12/11
1	Terrence Tomb, 27	walking	I-205 on-ramp	Multnomah	12/5

Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	James Ross Barclay, 67	driving	OR 213	Clackamas	12/4
1	Vyacheslav Skobilev, 42	walking	NE Halsey St, Gresham	Multnomah	11/29
1	Laurie D. Lawyer, 56	walking	N Going St. and Interstate, Portland	Multnomah	11/5
1	Neri Ramirez-Mendoza	walking	NE 122nd	Multnomah	11/21
1	unidentified	driving	MLK Jr. Blvd. & N Gertz Road	Multnomah	11/24
1	unidentified	walking	N Marine Drive	Multnomah	11/25
1	Robert Joseph Leon, 45	walking	SE 122nd/ SE Tibbits	Multnomah	11/20
1	Keith O. Poppert, 61	driving	I-5 north of Fremont Bridge	Multnomah	11/18
1	Jose Romero-Ramirez, 52	walking	NE 23rd Ave.	Multnomah	11/15
1	Daniel Lucero, 33	motorcycling	99E/Pacific Hwy near Dunes Road	Clackamas	11/13
1	Carrie Lynn Simmons, 37	walking	I-84 at NE 122nd Ave.	Multnomah	11/12
1	Tosha Leann Anders, 27	driving	Eaden Rd. near Clause St.	Clackamas	10/25
1	Tralee Ariel McClain, 31	walking	US 26/ SE Powell & SE 29th	Multnomah	10/30
1	Anton Vladimir Yudintsev, 33	motorcycling	OR 213	Multnomah	10/30
1	Collin Francis Page, 18	motorcycling	SE Holgate Blvd./ 97th Ave.	Multnomah	10/23
1	Ruby L. Allen, 66	walking	US 30/Lower Columbia Hwy/ NW Yeon Ave.	Multnomah	10/20
1	Lisa Marie Lawson, 68	driving	US 26/Sunset Hwy	Washington	10/17
1	Mary Louise Ring, 60	driving	99E/Pacific Hwy East	Clackamas	10/16
1	Ryan J. Dickenson, 34	walking	US 26/ Powell Blvd.	Multnomah	10/1
1	David Randy Lee, 65	walking	US 30/ Portland Hwy/ Cully neighborhood	Multnomah	10/1
1	Kris Lee Nickelson, 54	driving	SE Johnson Creek Blvd & SE Bell Ave	Clackamas	9/16
1	Steven Eric Dunn, 52	motorcycling	I-205/ East Portland	Clackamas	9/8

Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	Dana Evans, 38	driving	W Powell Blvd.	Multnomah	9/27
1	Aaron Willis Appleby, 29	walking	N Marine Drive	Multnomah	9/29
1	Unidentified	driving	Hwy 212/ Clackamas	Clackamas	9/20
1	Tai David Ung, 29	walking	I-84/ Columbia River Hwy	Multnomah	9/20
1	Gene Brendan Carlson, 66	driving	Wilson River Highway	Washington	9/12
1	Austin Boyd, 23	walking	Cesar E Chavez Blvd.	Multnomah	9/11
1	Unidentified	motorcycling	NE 82nd Ave/ NE Alderwood	Multnomah	9/9
1	Illia Kuchke, 34	motorcycling	I-84/ Columbia River Hwy	Multnomah	9/6
1	Samuel G. Hambrick, 34	walking	US30/Lower Columbia	Multnomah	9/4
1	Unidentified	walking	SE Mcloughlin/ SE Holgate	Multnomah	9/2
1	Donna Marie Ward, 58	walking	Blk Powell Road	Multnomah	8/26
1	Cary Kutter, 65	walking	SW Oregon St & SW Langer Farms Pky	Washington	8/23
1	Ashahi Mizuno, 7	walking	SW Swiss Ln & NW Vetter Dr	Multnomah	8/23
1	Dennis Marvin Lauer, 73	driving	SW Gage Road	Clackamas	8/13
1	Alice Marie Turowski	driving	N Fremont St.	Multnomah	8/4
1	David William Davies, 49	driving	NE 181st & NE Halsey St	Multnomah	8/3
1	Bonnie G. Culver, 38	motorcycling (moped)	NE185th & Portal Way	Multnomah	8/24
2	Knyshya Latreace Wesley, 24 and Gregory James Beuving, 50	driving	NE Marine Drive	Multnomah	8/28
1	William Harold Kavanaugh, 65	driving	I-5	Clackamas	8/26
1	William J. Anderson, 48	motorcycle	MLK Blvd./ SE Clay	Multnomah	8/22
1	Charles Engblom, 44	motorcycle	I-84	Multnomah	8/19
1	Kevin C. Ford, 48	walking	NE 33rd/ NE Broadway	Multnomah	8/10

Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	Max Denning Chapman, 36	driving	SW Bonita/ SW Sequoia	Washington	8/7
1	Dustin Armogeda, 33	driving	NE 162/ NE Glisan	Multnomah	8/8
1	Unknown	driving	SE Hogan/ Palmquist	Multnomah	8/3
1	Leticia A. Gomez De Mateo, 53	driving	SW 185th Ave	Washington	7/4
1	William Arthur Hedger Jr., 80	driving	OR 212	Clackamas	7/17
1	Unknown	driving	NW Glisan/ NW 14th	Multnomah	7/31
1	Emilia Barajas, 65	driving	Wilson River Highway	Washington	7/26
1	Mark Ray Trice, 43	driving	SW Greenburg Rd & SW Hall Blvd	Washington	7/14
1	Unknown	driving	US 26	Multnomah	7/5
1	Unknown	motorcycling	US 26	Clackamas	7/4
1	Michael L. Bute, 34	walking	NE 33rd Dr.	Multnomah	7/5
1	Joseph Teach, 47	motorcycling	SE Foster/ SE 102nd	Multnomah	7/2
1	Michael Gazley-Romney, 31	motorcycling	NE Sandy/NE 162nd	Multnomah	7/1
1	Christopher Samuel Gant, 42	motorcycling	SE Stark Street	Multnomah	6/14
1	Luis Gomez, 79	walking	Yosemite St. and Blackburn	Clackamas	6/24
1	Unknown	motorcycling	SE 172nd Ave near Sager Rd	Clackamas	6/30
1	Delbert Downing, 51	driving	NE MLK/NE Columbia	Multnomah	6/30
1	Edward Dean Anderson Jr., 42	driving	Clackamas Hwy	Clackamas	6/28
1	Jeremy Hudson, 46	driving	NE 148th Ave & NE Halsey St	Multnomah	6/27
1	Kyle Joseph Kinkaid, 34	motorcycling	SW Rood Bridge Road	Washington	6/21
1	unknown woman	walking	NE Marine Drive/NE 13th Ave.	Multnomah	6/14
1	Joshua James Bologna, 34	motorcycling	OR 47, Nehalem Hwy	Washington	6/13
1	Paul David Matthews, 63	driving	SE Loudon Rd.	Multnomah	6/2

Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
3	Unknown (triple)	driving	S Springwater/ S Redland	Clackamas	5/30
1	Sergio Hunt, 17	walking	NE Milton/NE 145th	Multnomah	5/23
1	Carl Vernon Holmes, 84	driving	489 NW Burnside	Multnomah	5/19
1	Jose Luis Mendez, 51	walking	Tualatin Valley Highway	Washington	5/12
1	Janell Rene Butler, 46	driving	SW 1st and Washington	Washington	5/11
1	Martin Ixquiactap- Tambriz, 41	walking	TV Highway	Washington	5/10
1	Megann McComb, 32	scootering	NE Sandy/ NW 149th	Multnomah	5/8
1	David Dentler, 25	driving	NE Sandy/NE Killingsworth	Multnomah	5/6
1	Elizabeth Jane Shelamer, 58	driving	N Vancouver Ave./ N Weidler	Multnomah	4/12
1	Jamie Pallviny- Brown, 43	driving	Cornfoot Rd.	Multnomah	4/29
1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	4/24
2	Stephanie Chambers, 52, Blaise McGuire, 21	driving	Willamette Falls Drive/6th/Chestn ut	Clackamas	4/21
1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	4/20
1	Eddy M. Kolb, 23	motorcycling	N Marine	Multnomah	4/19
2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	4/17
1	Josue Sanabria, 21	Driving	SW River Road	Washington	4/17
1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington	4/15
1	Thomas Barron,33	driving	I-84	Multnomah	4/15
1	Julia Anne Perry, 69	driving	SE 82nd Ave/ Galdstone	Multnomah	4/11
1	Faustino Jurado, 47	walking	NE 122nd/NE Halsey	Multnomah	4/11
1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas	4/10
1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	4/4



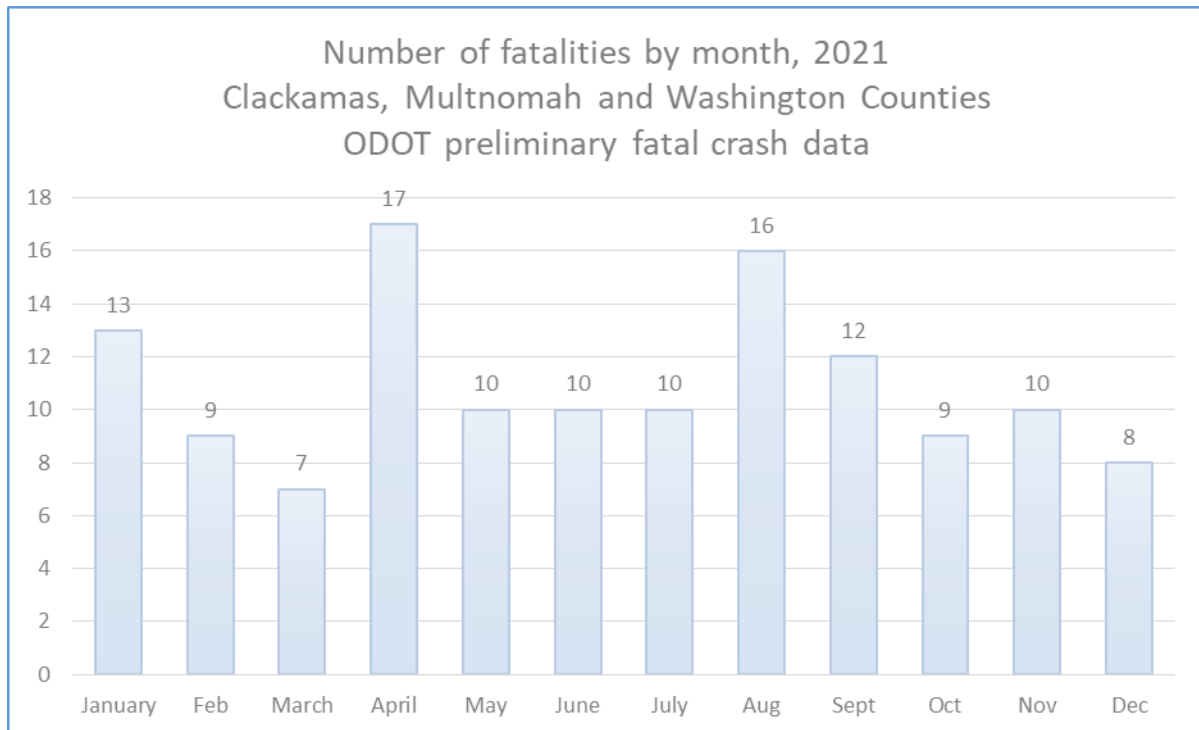
Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	4/1
1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	3/31
2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	3/25
1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	3/7
2	Morise Messiah Smith, 21, and Cecilia R. Hao, 70	driving	I-205, Glenn Jackson Bridge	Multnomah	3/8
1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	3/6
1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	2/6
1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	2/28
1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	2/20
1	Antonio Lopez-Amaro, 57	driving	I-205, Glenn Jackson Bridge		2/14
1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	2/7
1	Mark Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	2/7
1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	2/6
1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	2/6
1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	2/3
1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	1/29
1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	1/28
1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	1/28
1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	1/28
1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	1/25
1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	1/25

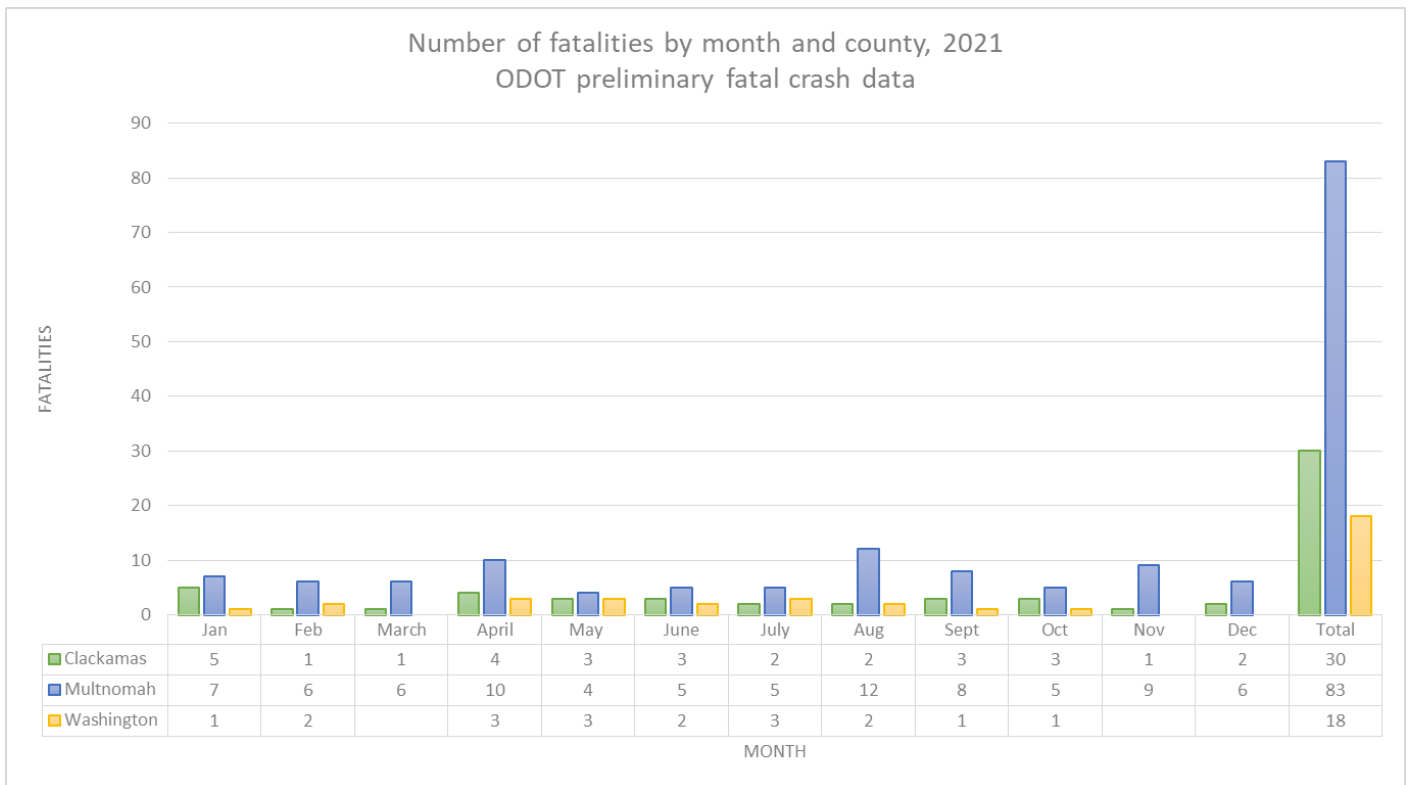
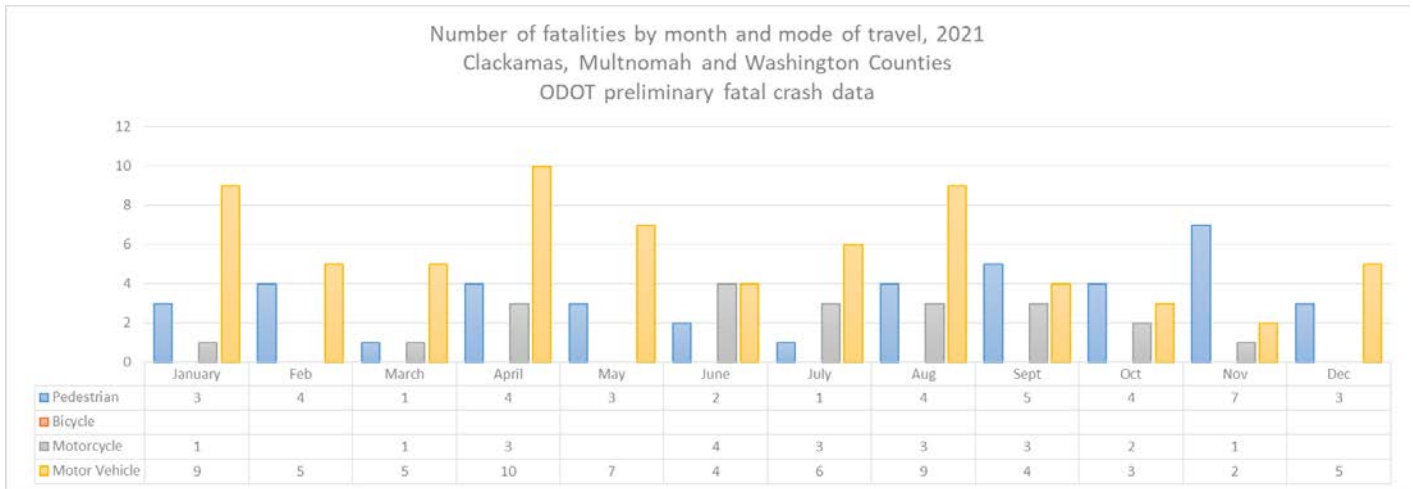
Metro Monthly Fatal Crash Update

FATALITIES	NAME(S), AGE	TRAVEL MODE	ROADWAY	COUNTY	DATE
1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	1/24
1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	1/14
1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	1/13
1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	1/9
1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	1/9
1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	1/8
1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	1/1

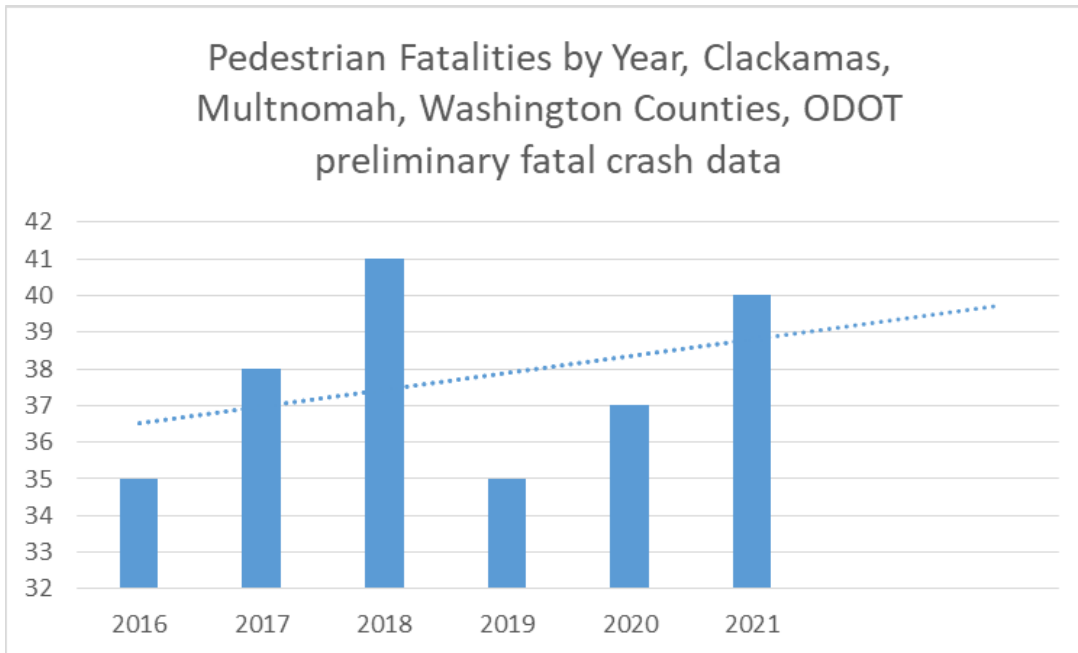
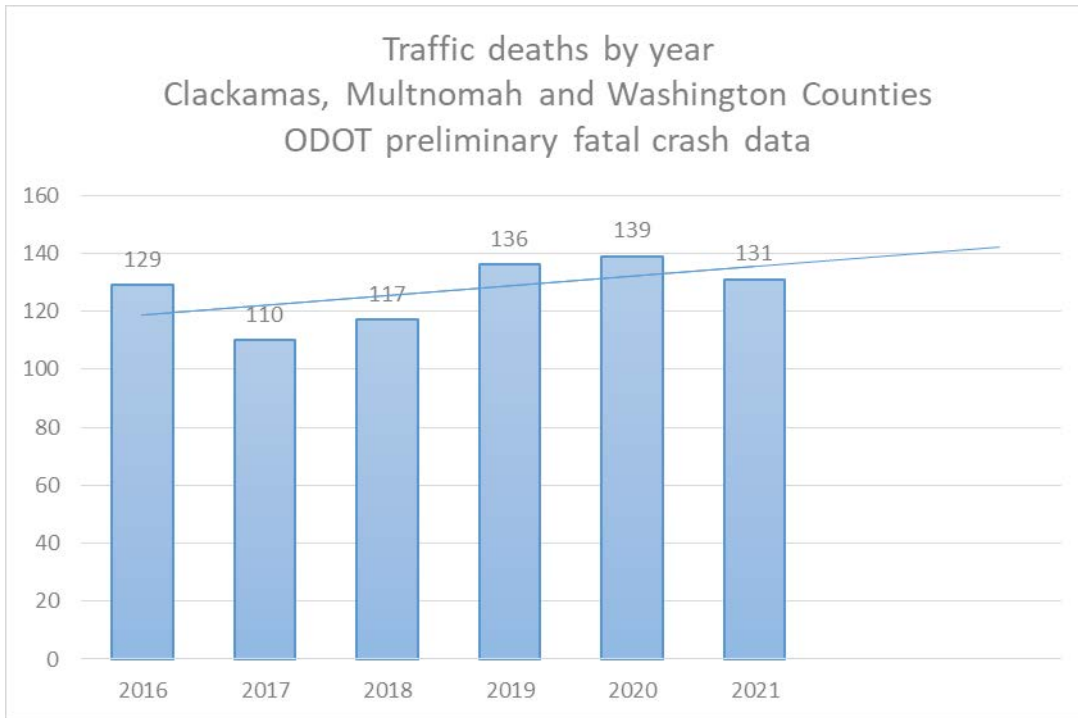
Source for all charts: ODOT preliminary crash report as of 12/28/21

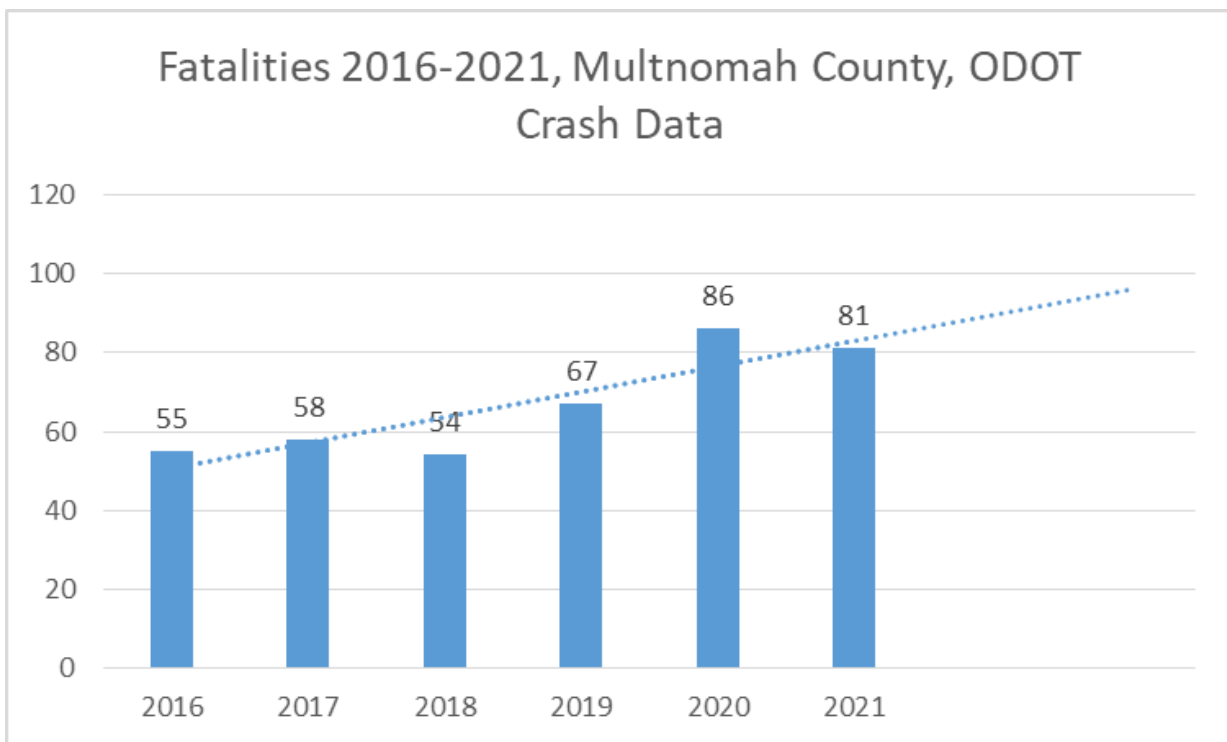
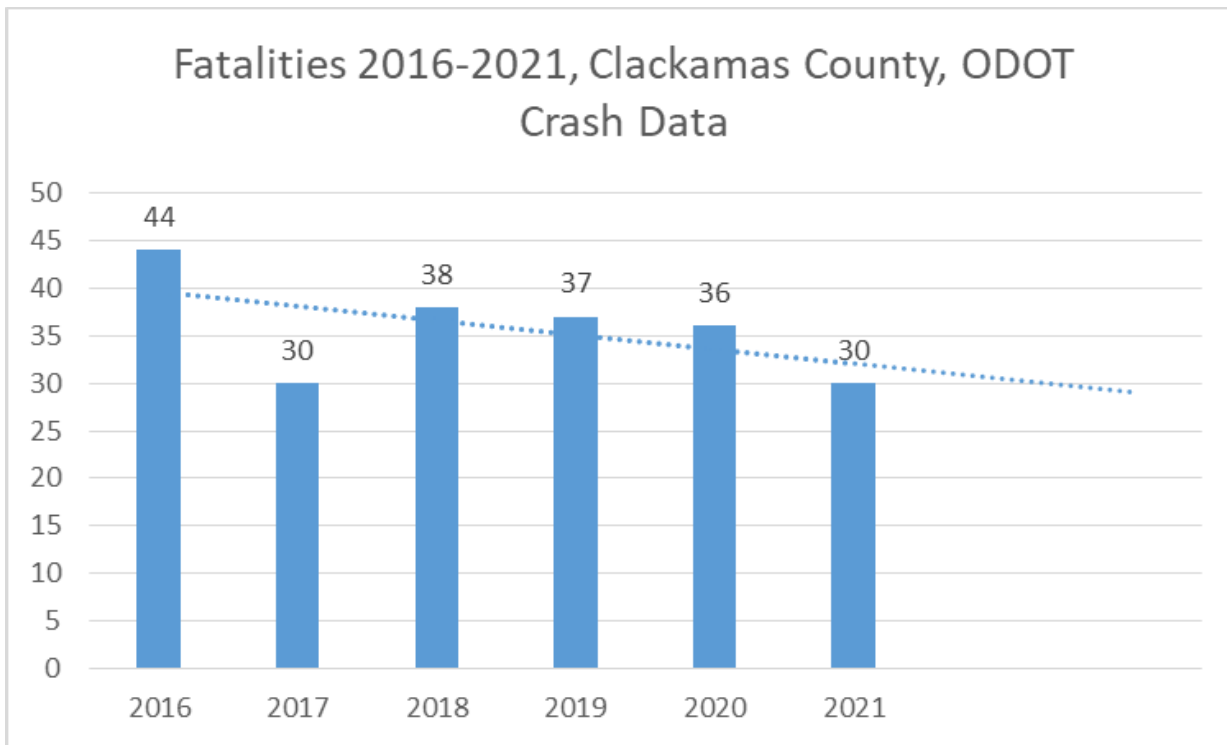


# Metro Monthly Fatal Crash Update

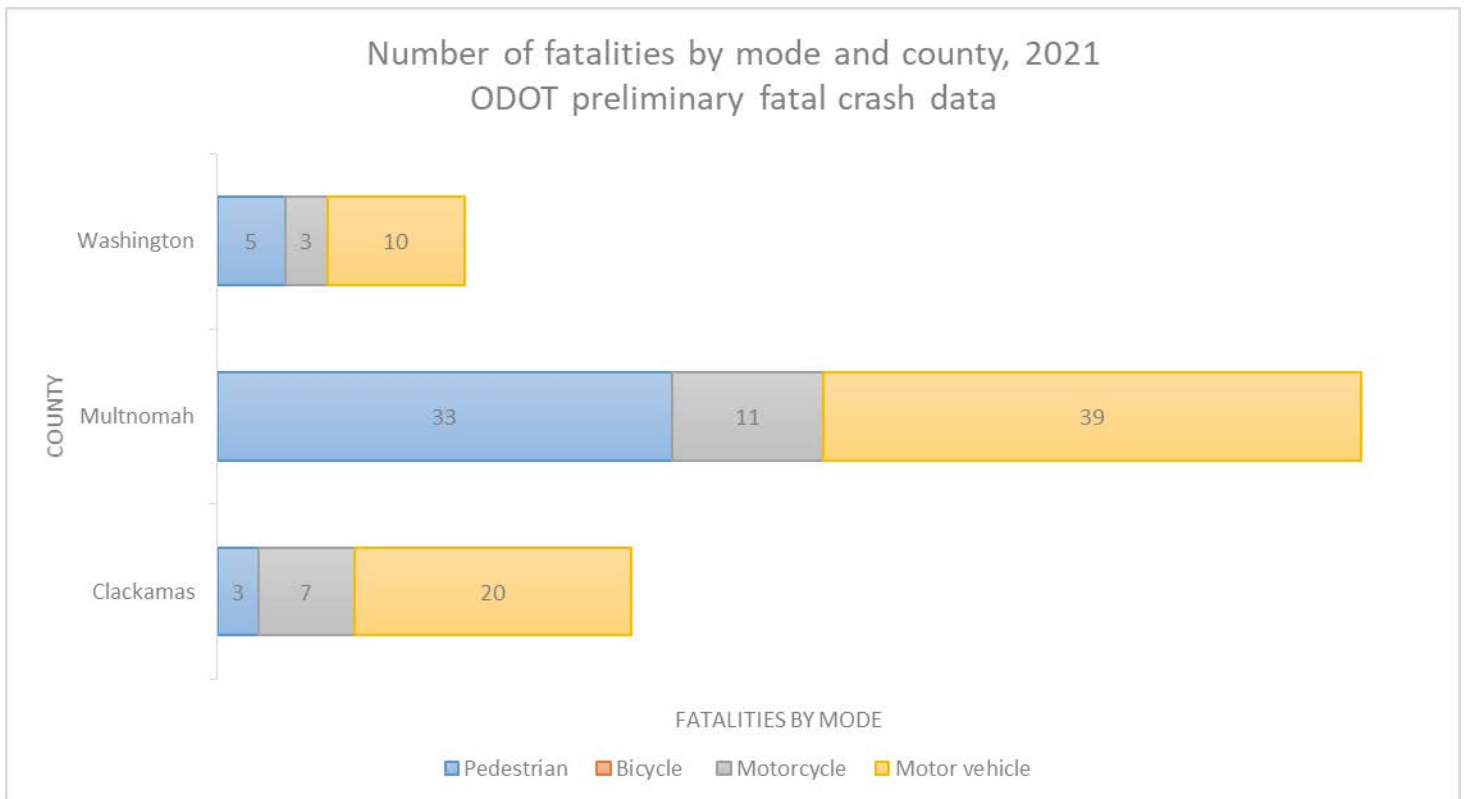
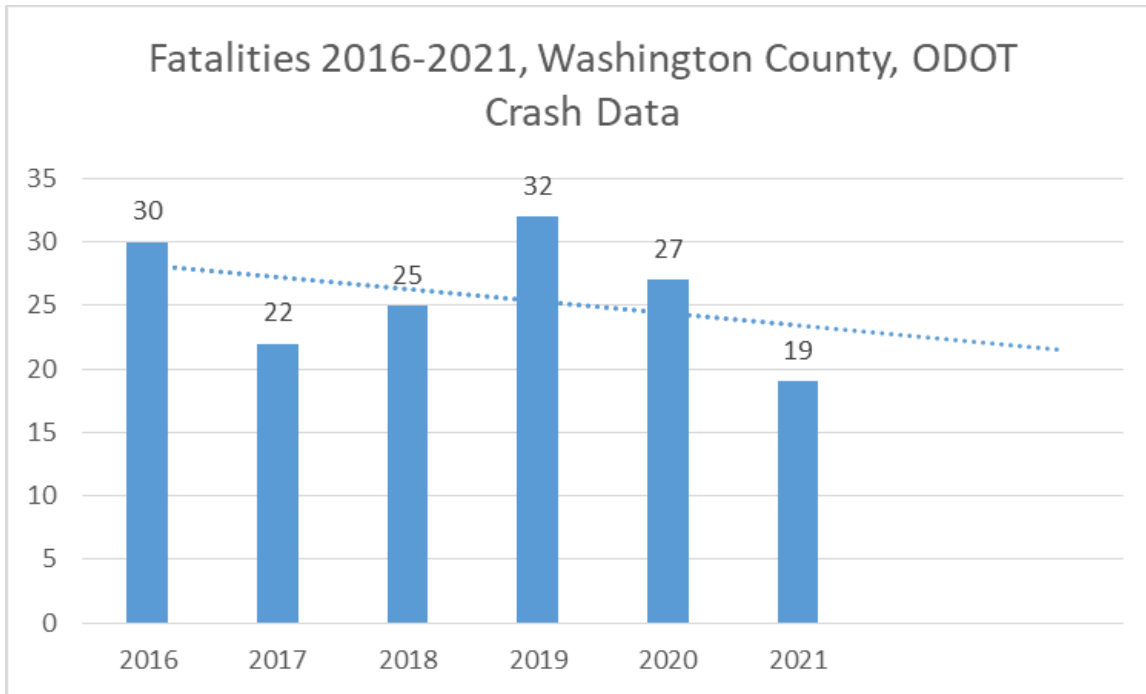


## Metro Monthly Fatal Crash Update

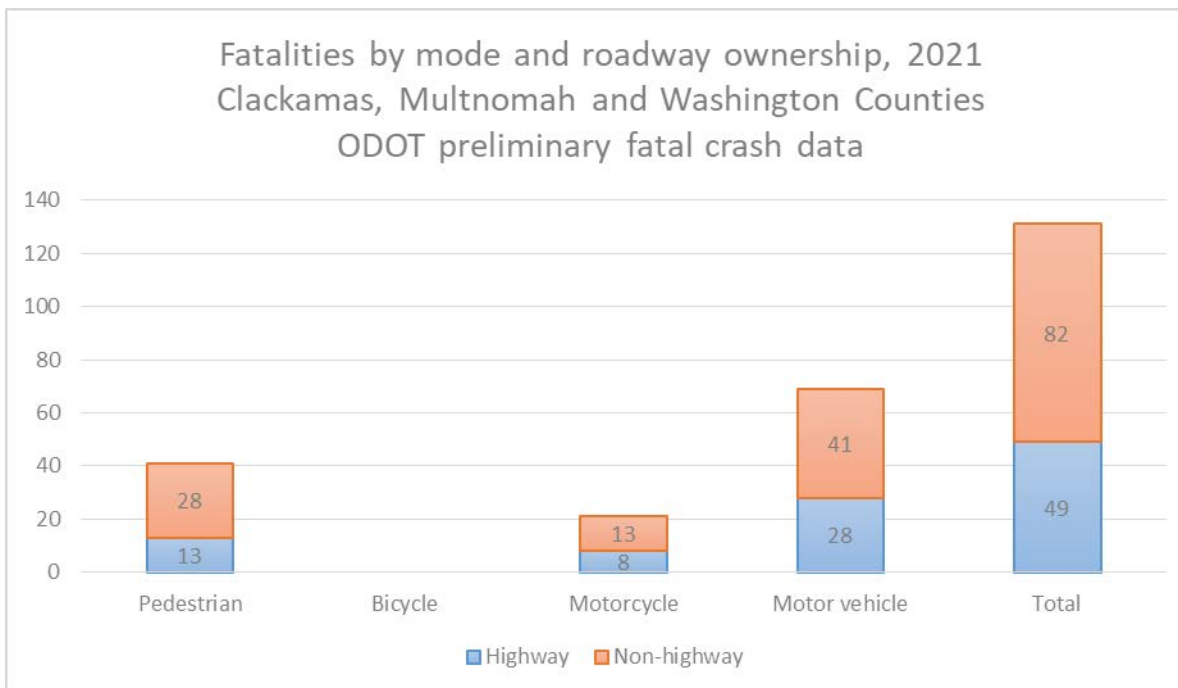
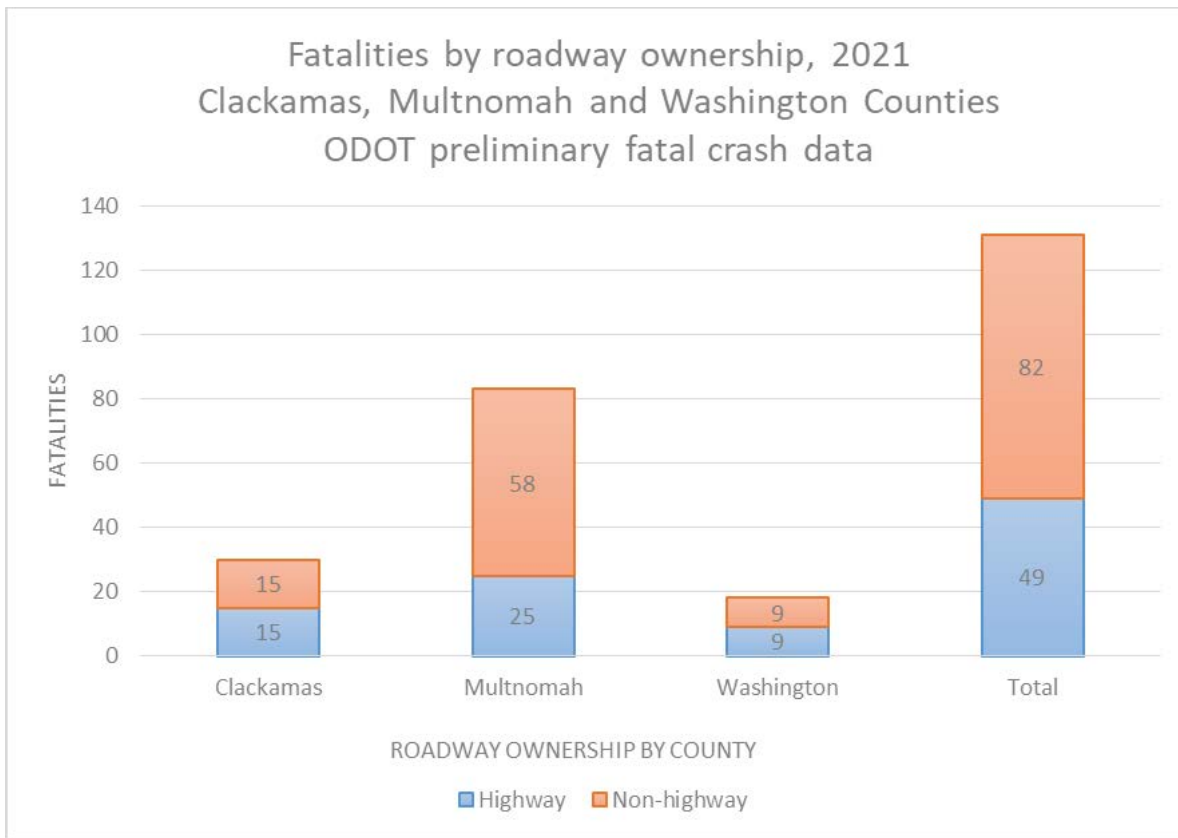




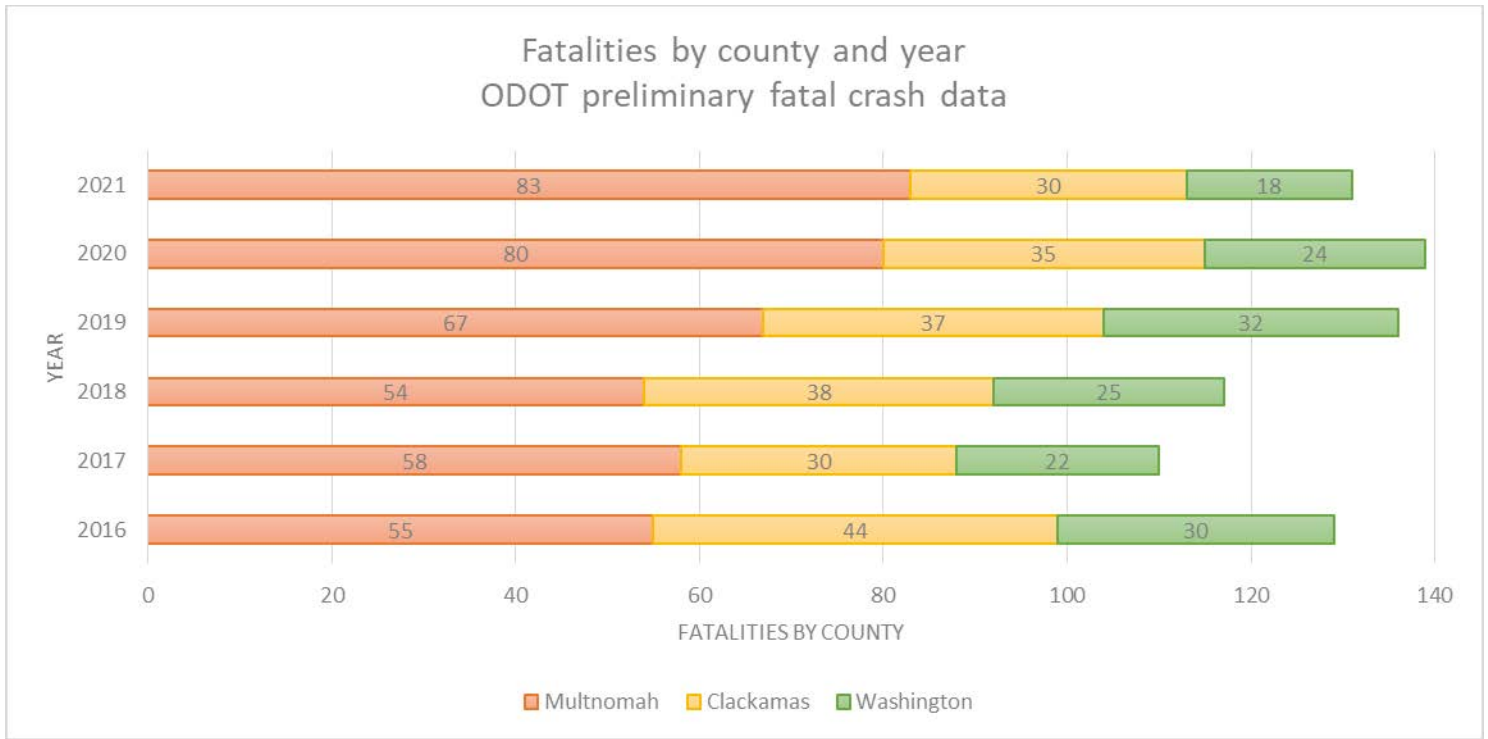
Metro Monthly Fatal Crash Update



## Metro Monthly Fatal Crash Update



# Metro Monthly Fatal Crash Update





# Dec 2021 fatal crash report

## Clackamas, Multnomah and Washington Counties\*

Ciera Summer Cannon, 31, driving, Hwy 212, Clackamas, 12/27

Unidentified, skateboarding (hit and run), N Interstate Ave & N Mississippi, Portland, Multnomah, 12/25

Vivian Gale Phillips, 70, walking, NE Fremont, Portland, Multnomah, 12/21

Jessie R. Ugelstad, 27 & Steven C. Alcorn Jr., 36, driving, (speed involved), Lombard St., Multnomah, 12/16

Bryan Ross Shore, 68, driving, SE Burnside & SE Powell, Multnomah, 12/11

Terrence Tomb, 27, pedestrian (in tent), near I-205 on-ramp, Multnomah, 12/5

James Ross Barclay, 67, driving, Hwy 213, Clackamas, 12/4

Vycheslav Skobilev, 42, walking, NE Halsey St, Gresham, Multnomah, 11/29

Laurie D. Lawyer, 56, walking, N Going St. and Interstate, Portland, Multnomah, 11/5



*\*ODOT preliminary fatal crash report and news reports, as of 12/28/21*





**Date:** 5 January 2022

**To:** TPAC

**From:** Chris Smith, No More Freeways

**Subject:** **Comments on January 7th TPAC agenda items**

Unfortunately, schedule commitments prevent me from joining you on Friday morning.

The core tenant of No More Freeways advocacy is that in a time of rampant climate change with rising Greenhouse Gas Emissions from transportation, investments in additional freeway lane capacity are counterproductive and divert resources that could fund transportation projects that reduce GHG, improve safety and reduce the cost of mobility in our region.

While we are fans of pricing roadways as a tool to advance equity and sustainability, pricing that will be used primarily to increase auto capacity fails our basic test.

Accordingly, I'd like to register No More Freeways' formal opposition to the following items on your January 7th agenda:

- Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project
- Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project

I am also attaching comments that No More Freeways has previously submitted to ODOT regarding the RMPP.

Thank you.



**Date:** September 29, 2021

**To:** Oregon Toll Program (ODOT)

**CC:** Oregon Governor Kate Brown  
Portland Commissioner Jo Ann Hardesty  
Multnomah County Commissioner Jessica Vega Pederson  
Metro Council President Lynn Peterson  
Oregon Legislature - Joint Committee on Transportation

**From:** Aaron Brown, No More Freeways  
Chris Smith, No More Freeways  
Joe Cortright, No More Freeways  
Mary Peveto, Neighbors for Clean Air  
Paxton Rothwell, Sunrise PDX

**Subject: Comments on Regional Mobility Pricing Project draft Purpose and Need**

No More Freeways PDX and our partner organizations appreciate the opportunity to comment on the Draft Purpose and Need Statement for the Regional Mobility Pricing Project. We are fans of pricing as a tool to improve the equity, sustainability and functioning of our regional transportation system.

Having said that, we have to express our extreme disappointment with ODOT's approach to pricing as expressed in this Purpose and Need Statement and in other projects.

**The purpose of a pricing system needs to be the management of congestion and the reduction of Vehicle Miles Travelled (VMT) and the associated impacts of over-reliance on single-occupancy automobile trips - NOT the expansion of freeway facilities.**

Here are our detailed concerns:

- No More Freeways' core philosophy is that just as the use of horses for urban transportation reached a point more than a century ago where it simply could not scale, leaving cities awash in a flood or horse manure, we now have reached the point where the single-occupancy vehicle, and freeways especially, cannot scale to meet the needs of urban transportation. Our society cannot tolerate the greenhouse gas emissions, air toxics and particulates, horrendous safety impacts and long-standing inequities arising



from considering the SOV as the core of our transportation system. In addition we are simply running out of space to store and move vehicles that consume so much space to hold in most cases a single occupant.

As such, ODOT's efforts to continue expanding the freeway system in the Portland metro area are anathema to our vision of an equitable and effective transportation system. In particular we object to the "build it, then price it" approach to the projects underway for RMPP, IBR and I-205 pricing.

In all cases pricing should be considered as an **alternative** to freeway expansion, rather than being applied after construction of new facilities.

- The document is devoid of any mention of induced demand. The regional approach of inducing demand via new capacity, then seeking to manage that demand via pricing is counterproductive and will waste resources that could be better spent addressing climate, equity and the critical safety needs of ODOT's orphan highways in the region.

How revenues are spent is a critical factor in whether any pricing system is equitable. Revenue from congestion pricing should be focused on giving disadvantaged communities alternatives to buying and maintaining an expensive vehicle to be able to access our transportation system. Solutions that expand transit, biking and walking options are critical to both the equity and sustainability of our transportation system. Dollars spent on expanding freeway capacity have negative returns to the community.

You cannot serve two masters. Attempting to set a toll rate that funds freeway expansion projects **and** provides funding to multi-modal alternatives will result in increasing the cost of the transportation system while significantly reducing the expansion of much needed alternative options.

- The document fundamentally mis-identifies the sources of emissions from our road network. The approach in the document suggests, as made clear by one subheading that "Our transportation system must reduce greenhouse gas emissions by managing congestion."

Let's be clear. While traffic congestion may result in concentrating emissions in some areas, the source of greenhouse gases and other emissions is **traffic**, not traffic congestion. A larger amount of free flowing traffic produces more emissions than a lesser amount of congested traffic<sup>1</sup>. The misdirection in this document is a criminal deception on this point.

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<sup>1</sup> Alexander Y. Bigazzi, Miguel A. Figliozzi (2012). Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies, Transportation Research Part D: Transport and Environment, Volume 17, Issue 7, Pages 538-547. [https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open\\_access\\_etds](https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1130&context=open_access_etds)



The core metric that drives so many of the negative system impacts is Vehicle Miles Traveled (VMT). VMT drives all flavors of emissions and is also critical for safety. Crashes, injuries and deaths are proportionate to VMT. While because of its limited access nature, freeway miles are generally safer, there are no freeway-only trips. Freeway trips start and end on the local street network, where traffic deaths are now at record levels.

**VMT reduction is a footnote in this document. It must become a major theme.**

Transportation contributes 40% of the greenhouse gas emissions in our region, and these emissions are increasing. We must reduce VMT to curb these emissions. Electrification of the fleet will not happen quickly enough to meet national and international climate goals, and does nothing to reduce the impacts of congestion and particulate pollution from tire and brake wear.

- This proposal is freeway-centric and does not look at the whole transportation system. Both Metro<sup>2</sup> and the City of Portland<sup>3</sup> have congestion pricing studies in progress, and this project references neither. In particular, the Metro study analyzes four approaches to pricing analyzed against Regional Transportation Plan goals and suggests that the segment tolling approach that ODOT is pursuing may not be the optimal approach. ODOT is blinded by its desire to fund the expansion of freeways and needs to be a much better regional partner.

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<sup>2</sup> Metro Regional Congestion Pricing Study, Final Report July 2021  
<https://oregonmetro.legistar.com/View.ashx?M=F&ID=9783574&GUID=BAC80BE1-9549-4721-806D-F1194FA9B605>

<sup>3</sup> City of Portland Pricing Options for Equitable Mobility (POEM)  
<https://www.portland.gov/transportation/planning/pricing-options-equitable-mobility-poem>



# TPAC Agenda Item

## **January 2022 Formal Amendment Summary**

**Resolution 22-52XX**

**Amendment # JA22-07-JAN2 – Regular Bundle**

**Applies to the 2021-26 MTIP**

Agenda Support Materials:

- Draft Resolution 22-52XX
- Exhibit A to Resolution 22-52XX (amendment tables)
- Staff Report

January 7, 2022

Ken Lobeck

Metro Funding Programs Lead

# January 2022 Formal MTIP Amendment

## Regular Bundle Overview

- January 2022 Formal Amendment Overview:
  - Amending 12 projects
    - 8 are UPWP funding programs bring advanced into FFY 2022
    - 4 new projects
    - 2 are new Oregon Parks Recreational Trail Program (RTP) awarded projects
- Open to questions or project discussions
- Seek approval motion for Resolution of 22-52XX

# January 2022 Formal MTIP Amendment

## UPWP 8 Project Advancements

STBG = Federal Surface Transportation Block Grant funds

- All 8 projects are STBG funded
- Pushed-out to avoid potential conflicts with the annual Obligation Targets Program
- Preliminary UPWP budget needs (based on last couple of years) now identified for SFY 2023
- Allows identification of appropriate UPWP STBG revenue buckets to be advanced forward to FFFY 2022 to parallel SFY 23 UPWP development
- Need to identify now as part of Metro's FFY 2022 Obligation Targets program



# January 2022 Formal Amendment

## UPWP Projects Being Advanced

#	Key	Lead Agency	Project Name	Change Reason	Note
1	22145	Metro	Freight and Economic Development Planning ( <del>FFY 2022</del> ) ( <b>SFY 23 UPWP</b> )	Advance to FFY 2022	Supports Freight/Goods Movements UPWP needs
2	20877	Metro	Regional MPO Planning (2021)	Advance & Combine	SFY 2022 unobligated left-over. Combine STBG into Key 21839 as STBG portion to UPWP Master Agreement of projects
3	22151	Metro	Regional MPO Planning (FFY 2022)	Advance & Combine	Combine into Key 21839 as STBG portion to UPWP Master Agreement of projects
4	21839	Metro	Portland Metro Planning SFY23	Combine	Combine STBG from Keys 20807 and 22151& possibly 22145. Key 21839 includes federal PL funds and 5303 transit planning funds

# January 2022 Formal Amendment

## UPWP Projects Being Advanced

#	Key	Lead Agency	Project Name	Change Reason	Note
5	22160	Metro	Safe Routes to Schools Program ( <del>FFY 2022</del> ) <b>(SFY23 UPWP)</b>	Advance to FFY 2022	Most likely will be combined into Key 21839 as part of Master Agreement with SRTS a project component
6	22172	Metro	Statewide Travel Survey (SFY 23 UPWP)	Advance to FFY 2022	Contribution to statewide travel survey to inform travel forecasting models
7	22163	<del>Metro</del> TriMet	Transit Oriented Development (TOD) program (FFY 2022)	Advance & change lead agency	TriMet and Metro exchange federal and local funds allowing TriMet to flex-transfer the STBG to FTA and implement the TOD program
8	22169	Metro	TSMO Administration ( <del>FFY 2022</del> ) <b>(SFY 23 UPWP)</b>	Advance & Combine	Advance and combine in to Key 21839 as part of the Master Agreement of approved UPWP projects

# January 2022 Formal Amendment

## Positioning STBG UPWP Projects for Budget Development

#	Key	Project Name	STBG Amount
1	22145	Freight and Economic Development Planning	\$74,263
2	20877	Regional MPO Planning (2021)	\$154,280
3	22151	Regional MPO Planning	\$1,400,673
4	21839	Portland Metro Planning SFY23	\$0
5	22160	Safe Routes to Schools Program	\$530,450
6	22172	Statewide Travel Survey	\$350,000
7	22163	Transit Oriented Development (TOD) program	\$3,495,507
8	22169	TSMO Administration	\$188,707
Total:			\$6,193,880

### Notes:

1. The STBG for the TOD program will be implemented by TriMet

# January 2022 Formal Amendment

## 4 New Projects Being Added

#	Key	Lead Agency	Project Name	Change Reason	Note
1	22552	ODOT	<b>Willamette River: Stormwater Source Control improvements</b>	Add new project (PE & ROW phases)	Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge
2	22551	ODOT	<b>US26: SE Powell Blvd &amp; SE 36th Ave</b>	Add new project	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety

Funding → Key 22552 = \$4.4 million of Advance Construction funds

Funding → Key 22551 = \$750,000 of State funds

# January 2022 Formal Amendment

## 4 New projects being Added

#	Key	Lead Agency	Project Name	Change Reason	Note
3	22545	Columbia Slough Watershed Council	<b>Columbia Slough Water Trail</b>	Add new project	Create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough.
4	22543	Troutdale	<b>North Beavercreek Bridge Replacement</b>	Add new project	Replacement of a failed timber pedestrian bridge across Beaver Creek in the City of Troutdale

### Notes:

1. Funding for both projects is from the Oregon Parks Recreational Trails Program (RTP) discretionary grant funding program.
2. Columbia Slough Water Trail = \$26,073 of RTP funds
3. North Beavercreek Bridge Replacement = \$150,000 of RTP funds
4. MTIP programming required for RTP projects due to FHWA FMIS obligation process.

# MPO CFR Compliance Requirements

## MTIP 8 Review Factors

1. MTIP required programming verification is completed
2. MTIP funding eligibility verification is completed
3. Passes fiscal constraint review and verification
4. Passes RTP consistency review:
  - Identified in current constrained RTP
  - Reviewed for possible air quality impacts
  - Verified as a Regionally Significant project and impacts to the region
  - Verified correct location & scope elements in the modeling network
  - Verified RTP and MTIP project costs consistent
  - Satisfies RTP goals and strategies
5. MTIP & STIP programming consistency is maintained against obligations
6. Verified as consistent with UPWP requirements as applicable
7. MPO responsibilities verification: Public notification completion plus OTC approval required completed for applicable ODOT funded projects
8. Performance Measurements initial impact assessments completed

# January 2022 Formal Amendments

## Regular Bundle Estimated Approval Timing & Steps

Action	Target Date
Start 30-day Public Notification/Comment Period	January 4, 2022
<b>TPAC Notification and Approval Recommendation</b>	<b>January 7, 2022</b>
JPACT Approval and Recommendation to Council	January 20, 2022
End 30-day Public Notification/Comment Period	February 2, 2022
Metro Council Approval	February 10, 2022
Amendment Bundle Submission to ODOT and USDOT	February 17, 2022
Estimated USDOT final approvals	Mid March 2022

Note: The above target dates are planning estimates only. Each project in the amendment bundle is approved individually by ODOT and USDOT. The actual approval dates may differ due to added reviews or dispute resolution actions.

# January 2022 Formal Amendment 22-52XX

## Approval Recommendation & Questions

### TPAC Discussion & Approval Recommendation:

- Discussion or questions
- Staff Recommendation:
  - Update materials with resolution references and necessary corrections (e.g. Recreational instead of Regional)
  - Provide an approval recommendation to JPACT for Resolution 22-52XX and the 12 projects under MTIP Amendment JA22-07-JAN2





Metro

# 2021-22 Unified Planning Work Program Amendments

TPAC, January 7, 2022

John Mermin, Metro

# What is the UPWP

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

# What the UPWP isn't

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

# Next Steps

- January 20 JPACT Action
- January 20 Metro Council Action

# What are we asking of TPAC today?

- Take action to recommend JPACT approve three Resolutions to add planning work into the 2021-22 Unified Planning Work Program
  - Res No. 21-5211 Sunrise Gateway Visioning Project
  - Res No. 21-5215 I-5 Boone Bridge
  - Res No.21-5216 Regional Mobility Pricing Project

# Questions?

Extra slides for background if  
needed...



# Sunrise Corridor Community Visioning Project





The Sunrise Gateway Corridor is one of the most essential transportation routes in Oregon and provides freight access between I-205 and U.S. 25.

Operating as an essential economic hub in Clackamas County, the area is projected to double in residential population over the next 20 years.

Current congestion, dangerous intersections, and a lack of bike and pedestrian facilities create an unsafe environment for all users.



## Project Overview



This project will launch vigorous community engagement to assist in the production of an equitable development plan for the corridor. The goal is to help guide existing and future:

- Transportation
- Housing
- Business
- Other investments



# Project Overview



## What is this project designed to do?

- Build a common vision for the future of the corridor
- Prioritize engagement with those who've historically been left out of the public process
- Find ways to optimize land use designations to support housing options and job creation



## Project Purpose



180

## Project Purpose

### What is this project designed to do?

- Protect current residents by developing an anti-displacement strategy
- Identify barriers and develop solutions for improving community health
- Modernize the Transportation Vision for the corridor by understanding community needs and getting feedback on the draft concept.





# I-5 Boone Bridge and Seismic Improvement Project

Transportation Policy Alternatives  
Committee  
December 3, 2021



# Background

- **2018:**
  - **July:** I-5 Wilsonville Facility Plan recommends improvements  
*(added to 2018 RTP)*
- **2019:**
  - **July:** ODOT receives direction from Oregon Legislature
  - **August:** OTC allocates \$300K
  - **January:** ODOT delivers report to Oregon Legislature
- **2021**
  - **March:** OTC allocates \$3.7M
  - **September:** HB3055 passes and provides financing options



# Regional Coordination

- **2018-21 STIP** - I-5: Boone Bridge Widening & Seismic Retrofit Study (\$4M)
- **2018 RTP Financially Constrained** - I-5  
Southbound: Wilsonville Rd to Wilsonville-Hubbard Hwy (\$80M)
- **FY21-22 UPWP** – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study (\$0)
  - **Amendment: Update description and add funds**





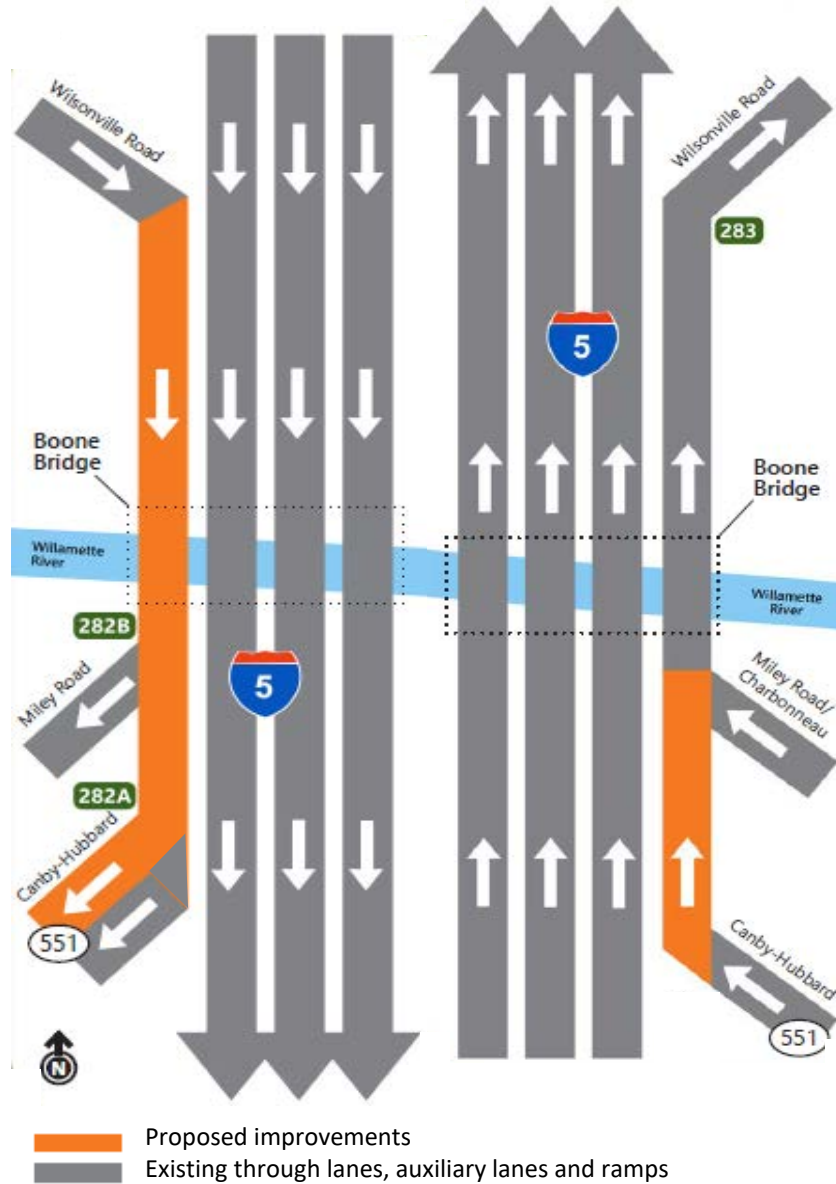
# Project Description

- **Seismically resilient bridge** to withstand a major earthquake
- **Variable rate tolls** to manage congestion and generate revenue for the project
- **Auxiliary lanes** on I-5 northbound and southbound and associated **interchange improvements** to enhance safety





# Oregon Department of Transportation





# Planning Activities Completed

- Developed existing conditions
- Prepared preliminary geotechnical analysis
- Completed preliminary seismic analysis
- Identified geologic hazards
- Developed preliminary geotechnical parameters
- Prepared conceptual-level recommendations
- Developed conceptual design, structural analysis, construction staging concept development, and construction access
- Identified project constraints and risks
- Developed environmental project prospectus



# Next Steps

- Complete planning phase activities
  - Determine bicycle and pedestrian access
  - Update traffic analysis with tolling assumptions
  - Conduct stakeholder engagement
  - Develop and integrate equity framework
  - Advance seismic design
  - Refine cost estimate range



# Questions or comments?

**Vanessa Vissar**

ODOT Region 1

Strategic Initiative Advisor

[vanessa.vissar@odot.oregon.gov](mailto:vanessa.vissar@odot.oregon.gov)

(971) 804-2765



# Regional Mobility Pricing Project

## Unified Planning Work Program (UPWP) Amendment

### Presenters:

Garet Prior (he/him)

December 3, 2021

# Regional Mobility Pricing Project



Equity



Climate Change



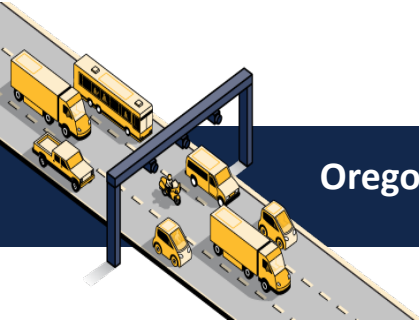
Congestion



Safety



Reliable Funding



Oregon Toll Program

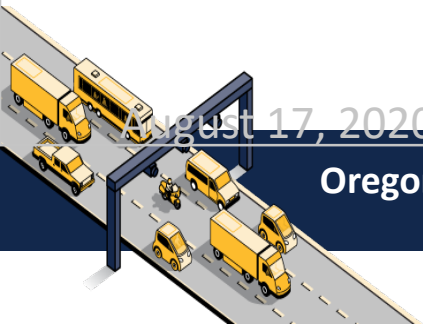
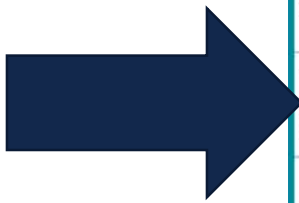
[www.OregonTolling.org](http://www.OregonTolling.org)

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# When will it start? 2025 at the earliest



August 17, 2020 | 23

Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)



# Developing toll scenarios for I-5 and I-205



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



Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)

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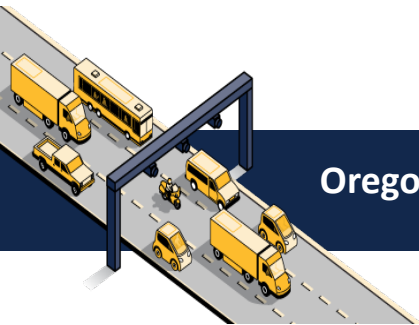


# Please contact us with your questions

**Garet Prior, ODOT Toll Policy Manager**

Garet.Prior@odot.state.or.us

503.396.2588



Oregon Toll Program

[www.OregonTolling.org](http://www.OregonTolling.org)

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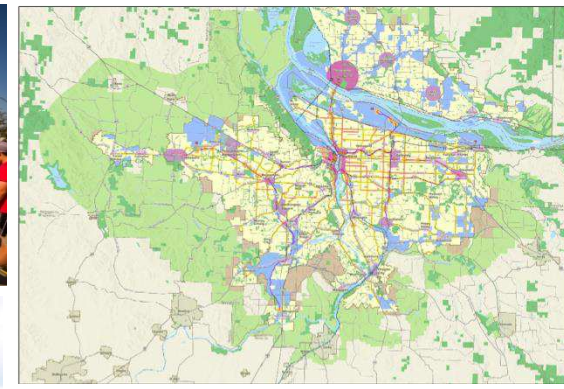
# 2023 Regional Transportation Plan update

TPAC Briefing  
January 7, 2022

Kim Ellis, RTP Project Manager



Metro



# Today's purpose

**Provide update on scoping engagement and next steps**

**Hear from you on:**

1. 2018 RTP Vision statement
2. 2018 RTP policy priorities
3. Other feedback?

# What is the Regional Transportation Plan? (RTP)?

## 20+ year transportation plan

- Blueprint to guide investments in the region's transportation system
- Includes policies and projects
- Sets the stage for what communities will look like in the future
- Coordinates local, regional, and state investments
- Establishes priorities for federal and state funding



## 2018 Regional Transportation Plan

*A blueprint for the future of transportation  
in the greater Portland region*

Adopted December 6, 2018

[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

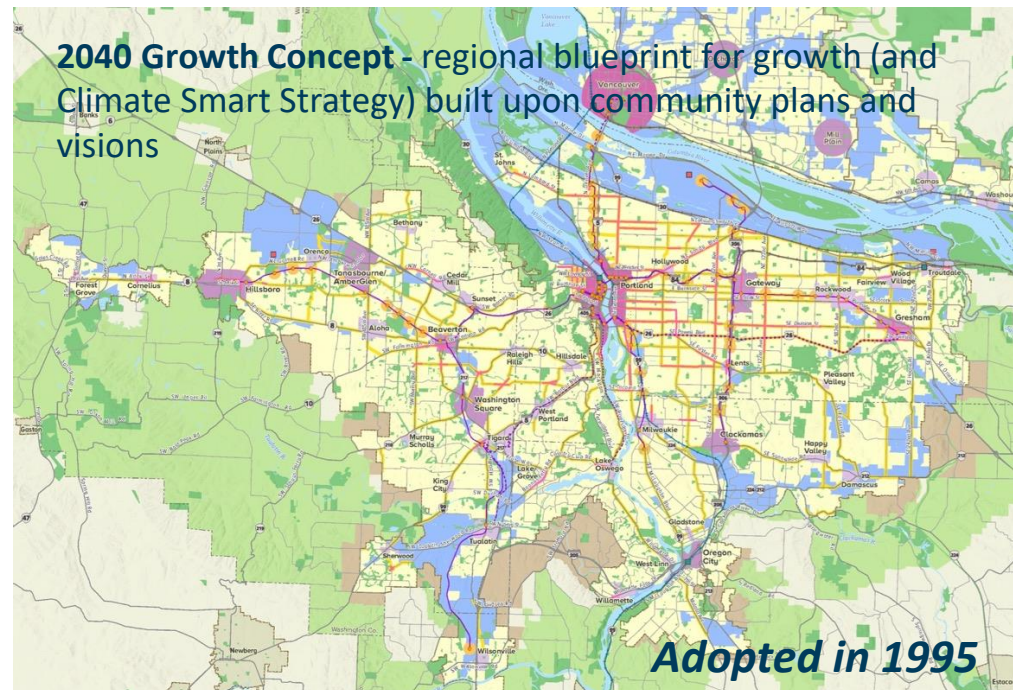


# 2018 Regional Transportation Plan Vision Statement

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

**Does this vision still  
make sense?**

**If no, what would you  
change?**



# 2018 Regional Transportation Plan Goals

## WHAT WE WANT TO ACHIEVE

Vibrant communities

Shared prosperity

Transportation choices

Reliability and efficiency

Safety and security

Healthy environment

Healthy people

Climate leadership

## HOW WE GET THERE

Equitable transportation

Fiscal stewardship

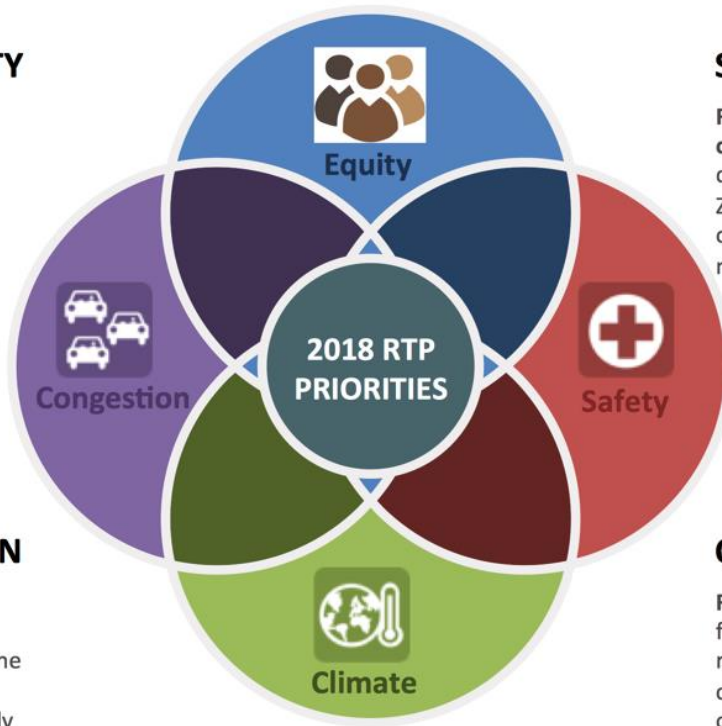
Transparency and accountability

# 2018 Regional Transportation Plan Policy Priorities



## EQUITY

Reduce barriers and disparities faced by historically marginalized communities, particularly for communities of color and people with low income.



## SAFETY



Reduce fatal and severe injury crashes to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.



## CONGESTION

Manage travel demand and increase use of travel options to make travel more reliable on the region's busiest roadways and regional transit routes, particularly for communities of color and other historically marginalized communities.



## CLIMATE



Reduce greenhouse gas emissions from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities.

Do these still make sense?

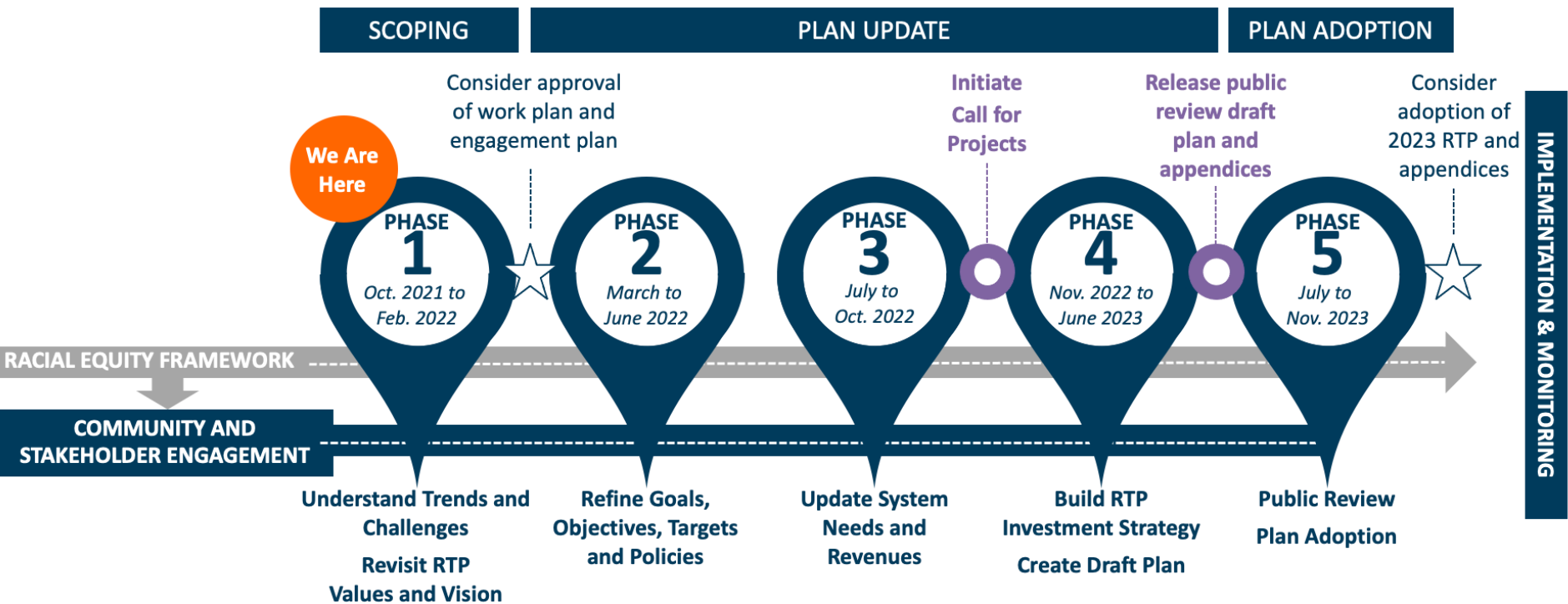
Anything missing?


How would you rank them?

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

Source: 2018 RTP (Chapter 2)

# Proposed process for 2023 RTP Update



 Metro Council decision on JPACT and MPAC recommendations  
 Key Milestone



# Engaging partners and the public

- Briefings and presentations
- Language-specific focus groups
- Community Leaders Forum
- Tribal Summit on Climate Leadership
- Stakeholder interviews
- On-line survey (*coming soon*)
- Consultation meetings (*Feb.*)



 MetroQuest

# What We Heard From Council

- **Focus on people and values**
- **Advance** Metro's commitment to **racial justice, climate leadership and resilient communities**
- **Improve understanding** of regional transportation **needs and disparities and transportation funding**
- Use **storytelling and inclusive engagement** strategies **combined with quantitative data**
- **Update process for updating and prioritizing the project list**

Lead with racial equity.

Prioritize equity, climate, safety and mobility outcomes while advancing other goals and outcomes.

Better address safety and equity issues on region's urban arterials.

Accelerate implementation of the Climate Smart Strategy.

Bring to life the experiences and needs of people living and working in the region.

Identify underserved communities and barriers to meeting daily needs.

Better manage and operate the existing transportation system.

# What We Heard From JPACT members

- Provide space for more **robust funding discussions**
- **Think differently about how to fund transportation to support climate and equity outcomes**
- Define a **path for funding transit, bike and pedestrian connections**
- Recognize **different areas in the region have different needs and priorities**
- **Connect analysis to policy outcomes and investment priorities**
- Investment **priorities must be informed by community** members

This is last RTP to meaningfully address climate issue.

Would like to see the region make walking, biking and transit our top priority in this RTP.

RTP analysis should highlight the benefits and tradeoffs of policies and investments in different communities.

Funding sources and investment priorities need to be connected with our values.

It is important for this process to include lots of community engagement and engagement with elected leaders to create a shared vision for equity and climate – we are all in really different places on what this means for each community.

# What We Heard From MPAC members

- Provide space for more **robust policy discussions** on climate, congestion pricing and transit
- **Improve safety in underserved and most vulnerable populations**
- Prioritize how to make it easier to **bike, walk and use transit**
- Recognize **different areas in the region have different needs and priorities**
- Leverage and **build on equity work already happening** in communities
- **Opportunity to position the region** for federal funding

Center this RTP on equity and climate; with those in the center safety and congestion will be addressed .

Would like to see the region make walking, biking and transit our top priority in this RTP.

Let's dream big and be ambitious.

Funding sources and investment priorities need to be connected with our values.

Engage city councils and other electeds in the process.

# What we've heard from community:

## Key themes

- **Focus on people.** Address racial, social and economic disparities and disinvestment and decisions that have harmed communities
- **Invest in communities** underserved by the current transportation system while **addressing displacement**
- **Address the impacts of transportation on climate change and air and water quality**
- **Improve safety, security and health outcomes and access for communities**



# Finalizing the work plan and engagement plan

- **January and February** Metro Council, regional advisory committees discuss values, priorities and desired outcomes, on-line public survey, consultation with Tribes and federal and state agencies
- **February and March** Metro Council and regional advisory committees consider stakeholder input and discuss draft work plan and engagement strategy
- **March 17** JPACT considers approval of work plan and engagement plan
- **March 23** MPAC recommendation to Metro Council on work plan and engagement plan
- **March 31** Metro Council considers approval of work plan and engagement plan

# Discussion and feedback

1. Do you think that this Vision statement still makes sense?
2. If no, what would you change?
3. Do the four policy priorities make sense to you? Anything missing?
4. How would you rank these priorities?
5. Main challenges to making progress towards priorities?



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



**Metro**

**Kim Ellis, AICP**

RTP Project Manager

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[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)



# What we've heard from community:

## Increase access to:

- A **well-connected**, integrated and seamless transportation system with a **variety of travel options**
- Jobs, education, and other **community destinations**
- **Quality transit service**, including fast, frequent and reliable transit service for all (including at off-peak travel times)
- **Affordable transportation options**, especially more affordable transit that connects people to the places and things they need to thrive.
- **Accessible, reliable and convenient** transportation options
- **Universally-designed** transportation infrastructure and services that serves everyone, including people with disabilities and a growing aging population.

# What we've heard from community: Continue to improve processes

- Invest in the **civic and community engagement capacity** of community-based organizations serving Black, Indigenous and people of color
- Provide clarity/**transparency** around decision making
- **Work with community** to identify/prioritize metrics related to **racial equity outcomes**.
- Metro and its jurisdictional partners allow enough time to conduct meaningful engagement to allow for **more inclusive engagement and responsiveness to engagement outcomes**.

# Infrastructure Investment and Jobs Act

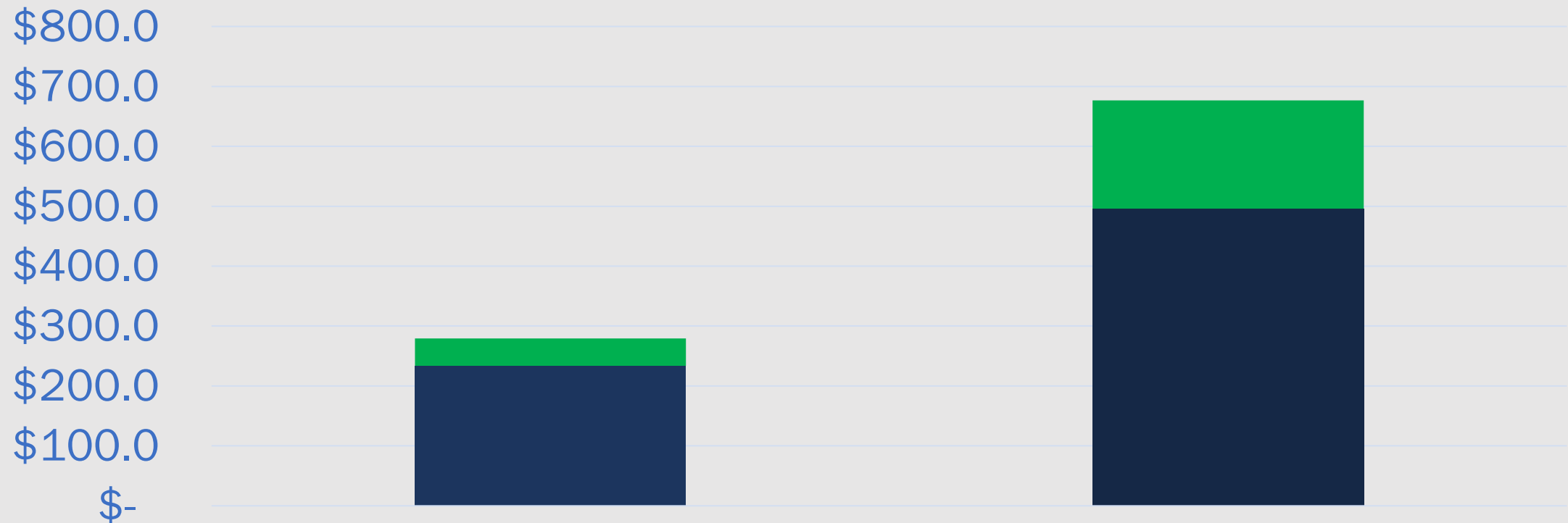
## Implications for Oregon

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Transportation Policy Alternatives Committee  
January 7, 2022

# Additional IIJA Funding Compared to HB 2017

In millions of dollars in state and federal FY 2026



IIJA

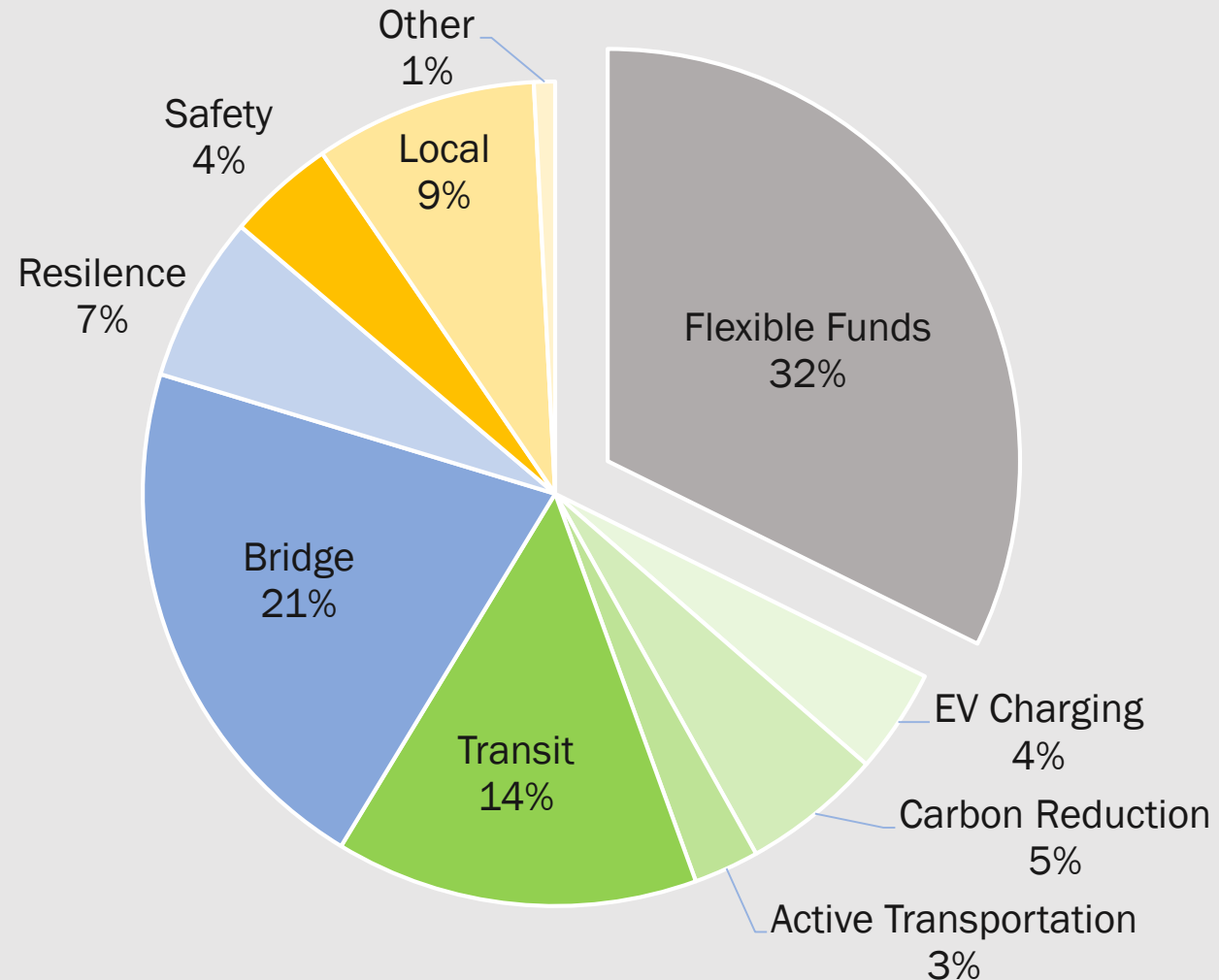
■ Highways

■ Transit/Other

HB 2017

# IIJA Additional Funding for Oregon

\$1.2 billion total



# Local Programs Breakdown

## Additional Total Funding Over 5 Years

### Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

### Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

All numbers are early rough estimates and subject to change



# Timeline & Public Engagement Approach

	November	December	January	February	March
<b>Stakeholder Engagement</b>	Seek feedback on priorities for allocation of flexible funds		Public comment period on scenarios		
<b>OTC</b>	Briefing at November meeting		Feedback on draft scenarios	General discussion	Approve final funding allocation



## How to Follow IIJA

- Subscribe to ODOT's STIP update list at [public.govdelivery.com/accounts/ORDOT/subscriber/topics](https://public.govdelivery.com/accounts/ORDOT/subscriber/topics)
- Visit ODOT's IIJA website at [www.oregon.gov/odot/Pages/IIJA.aspx](https://www.oregon.gov/odot/Pages/IIJA.aspx)





# How to Provide Feedback

- Submit comments and letters through OTC website at [www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx](http://www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx)
- Watch for online open house in February
- Provide public comment at OTC meetings
  - January 20
  - February 17 (special meeting on IIJA)
  - March 10
  - March 30 (special meeting on IIJA)



# OTC/ODOT Strategic Action Plan Priorities



## Equity

*Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.*



## Modern Transportation System

*Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.*



## Sufficient and Reliable Funding

*Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.*





# Modern Transportation System

*Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.*

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

# Questions for Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020– particularly strong support for public and active transportation and Fix-It– remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?





# Major IIJA Discretionary Grant Programs

	NEW Competitive Bridge Investment Program	NEW National Infrastructure Project Assistance Program	FTA Capital Investment Grant New Starts Program
Authorized Funding	\$15.8 B (\$9.2 B guaranteed, \$6.5 B is subject to future appropriations)	\$10 B over 5 years, half for projects costing >\$500 M	\$23 B (\$8 B guaranteed, \$15 B subject to future appropriations)
Maximum Project Award	Up to 50% share	Up to 60% share	Up to 60% share
Eligible Projects	Replacement, rehabilitation, preservation, or protection of bridges	Highways and bridges, freight, intercity rail, public transportation, multimodal	Fixed guideway transit (rail or bus rapid transit)
Selection Criteria	<ul style="list-style-type: none"> <li>To be further defined by FHWA, but will include               <ul style="list-style-type: none"> <li>Benefits (11 criteria)</li> <li>Benefit/cost analysis</li> <li>Financial commitment</li> <li>Consistency with asset management plan</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>To be further defined by USDOT, but will include:               <ul style="list-style-type: none"> <li>Support for state of good repair</li> <li>Benefits and cost-effectiveness</li> <li>Total person or freight volume of freight supported</li> <li>National/regional economic benefits of job access + creation</li> <li>Additional considerations (e.g. more than one state benefits)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Project justification rating includes mobility improvements, environmental benefits, congestion relief, cost-effectiveness, economic development, and land use.</li> <li>Local financial commitment rating includes agency capital/operating condition, commitment of funding, and reasonableness of capital + O&amp;M cost estimates.</li> </ul>
Procedures	<ul style="list-style-type: none"> <li>Annual submittals</li> <li>Project ratings based on criteria (5- point scale)</li> <li>Secretary of Transportation must recommend the project for funding in an annual report to Congress</li> </ul>	<ul style="list-style-type: none"> <li>Secretary rates projects as highly recommended, recommended, or not recommended based on criteria, and publishes list of selected projects</li> </ul>	<ul style="list-style-type: none"> <li>FTA approval at project milestones</li> <li>Project ratings based on criteria (5- point scale)</li> <li>Annual report to Congress with ratings and funding recommendations</li> </ul>