

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, September 6, 2024
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom *video recording is available online within a week of meeting*
[Connect with Zoom](#)
Passcode: 765069
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Redistribution fund request form availability (Dan Kaempff/ Ken Lobeck)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Anthony Cabadas)• Transit Minute (Ally Holmqvist)• 2028-30 RFFA Step 2 – Call for Projects (Grace Cho)• 2024-25 UPWP Administrative Amendment for minor budget changes (John Mermin)	
9:35 a.m.	Public communications on agenda items	
9:37 a.m.	Consideration of TPAC minutes, July 12, 2024 (action item) Send edits/corrections to Marie Miller	Chair Kloster
9:40 a.m.	2023 Regional Transportation Plan Implementation and Local TSP Support Update Purpose: Provide an update on implementation of the 2023 Regional Transportation Plan and tools and resources available to support local and regional planning.	Kim Ellis Andre Lightsey-Walker Metro
10:30 a.m.	5-minute break	
10:35 a.m.	Forward Together 2.0 Vision Purpose: Provide an update on the draft Forward Together 2.0 vision for growth in TriMet service.	Kate Lyman, TriMet
11:05 a.m.	Adjournment	Chair Kloster

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2024 TPAC Work Program

As of 8/30/2024

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

TPAC meeting, September 6, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Redistribution fund request form availability (Dan Kaempff/Ken Lobeck)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Anthony Cabadas)
- Transit Minute (Ally Holmqvist)
- 28-30 RFFA Step 2 – Call for Projects (Grace Cho)
- 2024-25 Unified Planning Work Program (UPWP) Administrative Amendment for minor budget changes (John Mermin)

Agenda Items:

- 2023 Regional Transportation Plan Implementation & Local TSP Support Update (Kim Ellis and André Lightsey-Walker, Metro, 50 min.)
- Forward Together 2.0 Vision (Kate Lyman, TriMet; 30 min)

TPAC meeting, Oct. 4, 2024 hybrid meeting; in-person, MRC Council Chamber & online via Zoom

Comments from the Chair:

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

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- Metro FFY 2024 Obligation Targets Performance Summary (Ken Lobeck, Metro; 15 min)
- EPA Climate Pollution Reduction Grant (Rose, 20-30 min)
- Community Connector Transit Study Introduction (Ally Holmqvist, Metro; 30 min)
- Kick-off to the Transportation Demand Management and Regional Travel Options Strategy Update (Caleb Winter, Marne Duke, Noel Mickelberry, Grace Stainback, 45 min)
- *Regional Rail Futures Study (Elizabeth Mros-O'Hara, Metro, 20 min)*

TPAC workshop meeting October 9, 2024

POSSIBLE CANCELLATION

Agenda Items:

- ODOT Update on Funding Allocations for 28-30 (Leverage, ARTS, etc.) (Ford/Bolen, 30 min)
- Project Delivery Training Series – Cost Estimating Overview (Ken Lobeck, Metro, Justin Bernt & Tiffany Hamilton, ODOT, 60 min)

TPAC meeting, November 1, 2024

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- Transit Minute (Ally Holmqvist)
- 2028-30 RFFA – Update on Step 2 Applications

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- Cascadia HSR Program Update (Ally Holmqvist, Metro; ODOT; WSDOT; 45 min)
- Freight Study update (Tim Collins, 30 min)
- Forward Together 2.0 Implementation (Kate Lyman, TriMet; 45 min)
- TriMet FX Plan – Program Update (Jonathan Plowman, TriMet, 30 min)

TPAC meeting, December 6, 2024

Comments from the Chair:

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

Agenda Items:

- **MTIP Formal Amendment 24-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- 2028-30 RFFA Step 2 – Summary of Applications Received and Process Steps (Informational, Cho 20 min)
- Safe Streets for All Update (McTighe, 45 min)
- Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro, Carol Chang, RDPO, 90 min)

Parking Lot: Future Topics/Periodic Updates

- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: August 28, 2024
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: September 2024 Report

BACKGROUND

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

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

FFY 2024 End-of-Year (EOY) Project Phase Slips Administrative Modification:

The last administrative modification included contains the annual project phase slips amendment. This admin mod identifies any and all FFY 2024 programmed projects and their phases that are required to be "slipped" to FFY 2025 or later. There are various reasons for the phase slips. A short summary for each phase slip is included in the report. Determining if a project phase slip was required involved discussions with the project manager/project lead, ODOT Local Agency Liaisons (LALs), ODOT Agreements staff, FHWA staff, and others involved in the project delivery process. While we made every effort to be accurate in determining the phase slips, a bit of guessing still exists. Therefore, a few projects identified to slip may obligate or complete their required federal approval step

before the end of FFY 2024 resulting in a phase programming correction. A few others identified with phases to obligate before the end of FFY 2024 may be delayed resulting in a necessary phase slip. Any necessary programming corrections will occur starting in October as FFY 2025 begins. Please consider the slip list a snapshot in time and possible final changes or corrections may still occur.

During September, ODOT STIP staff will complete the phase obligations and necessary slips to the STIP before FHWA shuts down the federal transportation process in early September. FHWA will re-activate the obligation/federal approval process during by mid-October 2024. Once this occurs, STIP/MTIP amendments, administrative modifications, phase obligations, project approval steps will commence again.

MTIP FORMAL/FULL Amendments

July #1 Formal Amendment Bundle: JL24-10-JUL1

July #1 FFY 2024 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JL24-10-JUL1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23410 MTIP ID 71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	Design for pavement resurfacing to repair ruts and surface wear.	CANCEL PROJECT: The MTIP formal amendment cancels the PE phase which effectively cancels the project from the MTIP and STIP. The cancelation results per the recent STIP rebalancing review as a cost savings action to address ODOT's funding shortfall.
(#2) ODOT Key # 23676 MTIP ID TBD <i>New Project</i>	Metro	Metro Transportation Options FFY25 - FFY27	Metro funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.	ADD NEW PROJECT: The formal MTIP amendment adds the ODOT fund project grouping bucket (PGB) supporting Regional Travel Options (RTO) activities for Metro. The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use
(#3) ODOT Key # 23671 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro & Surrounding Areas Signing	Complete various signing upgrades in Region 1 corridors for safety and maintenance improvements. Locations to be determined as needed based on investigations. This will allow for quicker response to safety concerns.	ADD NEW PROJECT: The formal MTIP amendment adds the new safety PGB providing safety signage upgrades by combining funds from Key 22613.

(#4) ODOT Key # 23658 MTIP ID TBD <i>New Project</i>	ODOT	Tualatin River Water Trail Access Enhancements	Access improvements to the Tualatin Water Trail including updated map and river information, signage, personal flotation device (PFD) kiosks, and a boat storage shelter.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new OPRD Tualatin Rive Trail RTP funded project to the MTIP. The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project.
(#5) ODOT Key # 22613 MTIP ID 71337	ODOT	Portland Metro and Surrounding Areas Safety Reserve	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.	<u>COMBINE FUNDS:</u> The formal MTIP amendment commits and transfers the available funding to ODOT new safety signage PGB in Key 23671 as noted above. As a result, Key 22613 is left "zero programmed".
(#6) ODOT Key # 22431 MTIP ID 71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall
(#7) ODOT Key # 21178 MTIP ID 71033	ODOT	US26 (Powell Blvd): SE 99th Ave - East City Limits	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	<u>COST INCREASE:</u> The MTIP formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase

Approval status:

- TPAC Approval Recommendation: July 12
- JPACT Approval: July 18, 2024
- Metro Council Approval: August 1, 2024
- Final FHWA/FTA approvals to occur by the end of August 2024 if they have not already occurred.

July #2 Formal Amendment Bundle: JL24-11-JUL2 (Rose Quarter bundle)

July #2 FFY 2024 Formal Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: JL24-11-JUL2				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	Rose Quarter Improvement	On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp	<u>ADD PHASES and FUNDING:</u> The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR)

			relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	phase plus adds an Other phase to the project.
(#2) ODOT Key # 21219 MTIP ID 71043	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)	<u>CANCEL PROJECT:</u> Cancel the project from the 2024-27 MTIP and shift the funds over to Key 23682
(#3) ODOT Key # 23682 MTIP ID TBD <i>New Project</i>	ODOT	I-405 and I-5 Stormwater Facilities	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.	<u>ADD NEW PROJECT:</u> Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.
(#4) ODOT Key # 23672 MTIP ID TBD <i>New Project</i>	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler. The \$382 million required funding is sourced from the new ODOT awarded NAE23 grant.
(#5) ODOT Key # 23646 MTIP ID TBD <i>New Project</i>	Portland	Broadway Main Street and Supporting Connections	Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland. Note: TPAC's approval recommendation to JPACT previously occurred during their June 7, 2024 meeting. The project will process with the July 2024 #2 Rose Quarter Formal Amendment bundle through JPACT and Metro Council.

Approval status:

- TPAC Approval Recommendation: July 12
- JPACT Approval: July 18, 2024
- Metro Council Approval: August 1, 2024
- Final FHWA/FTA approvals to occur by the end of August 2024 if they have not already occurred.

ADMINISTRATIVE MODIFICATIONS

Note: The first administrative modification during this reporting period covers July and August 2024.

July 2024

AM24-17-JUL1

(July 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
22592	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	ADD PHASE: Add UR phase, update PR phase, and slip ROW phase to FFY 2025 per latest project update
23109	ODOT	Region 1 Operations Construction Reserve	SPLIT FUNDS: Split funds and transfer to Keys 22863, 228864, & 22865. Key 23109 is left zero programmed
22953	ODOT	OR99E: (SE McLoughlin Blvd) SE Risley Ave - W Gloucester St	SPLIT/COMBINE FUNDS: Combine all funds into Key 22864, Combining projects provides increased delivery efficiencies.
22863	ODOT	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	COMBINE FUNDS: Combine \$2,101,000 of State STBG and match from Key 23109
22864	ODOT	OR99E: McLoughlin Blvd at W Arlington St and River Rd OR99E: SE Risley Ave - W Arlington St	COMBINE PROJECT: Combine with Key 22953 to deliver as one project
22865	ODOT	OR99E Canemah Rockfall Phase 2	COMBINE/ADD PHASE: Add Construction phase by shifting funds from Key 23109

July 2024

AM24-18-JUL2

(July 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
23589	Metro	82nd Ave Bus Rapid Transit Project Development: PDX-Sunnyside	FUND SWAP: Swap \$2.9 of Carbon funds with STBG-U for the project due to OA limitation issues to complete the FTA flex transfer.
22906	ODOT	Portland Metro and Surrounding Area Safety Construction	SPLIT FUNDS Split \$5,580,611 & combine into Keys 22770, 22772, 22773
22770	ODOT	US30B: (N Lombard St) at Peninsula Crossing Trail	COMBINE /ADD PHASE: Combine \$1.8 million from Key 22906, add Construction phase
22772	ODOT	I-205: Columbia River - SE 82nd Drive	COMBINE/ADD PHASE: Combine funds from Key 22906 and add Construction phase
22773	ODOT	I-84: I-5 - Hood River	COMBINE/ADD PHASE: Combine \$1,347,000 from Key 22906 and add Construction phase
23052	ODOT	OR141: Hall Blvd at SW Hemlock St	COMBINE PROJECTS:

			Combine project and funds from Key 23052 into Key 23647
22647	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	COMBINE PROJECTS: Combine funds from Key 23052 and add Construction plus Utility Relocation phases
23253	Tigard	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	COST DECREASE: Reduce the project cost by \$212,000 of Other funds based on revised project estimate

Administrative Modifications Submitted During August 2024

AM24-19-AUG1

(August 2024 Admin Mod #1)

Key	Lead Agency	Name	Change
23050	ODOT	OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave	COMBINE/ADD PHASE: Add funds for a Cons phase from Key 23391. The admin mod transfers \$3.9 million from Key 23391 in support of the construction phase for Key 23050.
23051	ODOT	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	COMBINE/ADD PHASE: Add funds for a Cons phase from Key 23391. The admin mod transfers \$2.3 million from Key 23091 to support funding for the construction phase in Key 23051.
23428	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	COST INCREASE: Add \$700,000 of State STBG and HB2017 to PE and Construction to address the latest cost estimate for the project.
23612	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1	PHASE SLIP: Slip UR and Cons to FFY 2025
22315	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	PHASE SHIFT/SLIP: Shift \$170k from Cons to PE and \$65k to the Other phase. Slip Construction phase to FFY 2025.
21616	ODOT	OR99W: Ross Island Br-SW Wills Ln & US30B	CANCEL PHASE: Cancel UR phase. No scope change is occurring. Utility relocation requirements are not required for the project.
21255	ODOT	US26 Curb Ramps	CANCEL PHASE: Cancel UR phase. No scope change is occurring. Utility relocation requirements are not required for the project.
21617	ODOT	OR8: SE 198th Ave - OR217	CANCEL PHASE: The admin mod cancels the Utility Relocation phase. UR requirements will not be required to complete the project.
23549	Washington County	Council Creek Regional Trail: Douglas St-Dennis Ave	CANCEL PHASE Cancel ROW Phase and shift funds to PE. The ROW phase will not be required per the latest project delivery update.

AM24-20-AUG2
(August 2024 Admin Mod #2)

Key	Lead Agency	Name	Change
22312	Metro	Portland Metro Planning SFY25	FUNDING UPDATES: Complete minor funding corrections based on final SFY 2025 PL, 5303, and STBG allocations to the Metro SFY 2025 UPWP Primary Agreement for MTIP and STIP programming consistency requirements.
20472	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	RE-ADD PHASE: Re-add the ROW phase in FFY 2025 Prior amendment canceled the phase. Subsequent review determined the ROW phase needs to remain for now.
22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS improvements	CANCEL PHASE: Cancel ROW phase. Latest project review has determined ROW requirements are not applicable. The ROW phase can be removed from the MTIP and STIP.
23111	ODOT	Region 1 Safe Routes to School construction reserve Portland Metro Safe Routes to School Construction Reserve	SPLIT PROJECT: Shift \$1,253,00 to Key 23049 (non MPO). Complete additional minor technical corrections as well (project name and description updates, etc.)
21704	ODOT	US30B: Bridge Over Private Driveway	CANCEL PHASE: Cancel ROW phase. Latest project review has determined ROW requirements are not applicable. The ROW phase can be removed from the MTIP and STIP.
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	FUND SWAP/PHASE SLIP Adjust ROW and construction phases, slip ROW and Cons
23509	Tigard	Fanno Creek Regional Trail Crossing Safety OR141 (SW Hall Blvd): Fanno Creek Trail - SW Omaha St	SCOPE CHANGE: Change project scope, name, description based on budget requirements and limitations. Note: The changes reflect a one-time exception from the Metro Amendment Matrix due to obligation timing issues.
21607	ODOT	OR213 at NE Glisan St and NE Davis St	FUND SWAP/PHASE SLIP Shift UR funds to P. Slip UR to FFY 2025, and Construction to FFY 2026
16986	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	TECHNICAL CORRECTION: Reduce PE phase by \$25,000 back to \$1,144,090 based on phase obligations and status update.

AM24-21-AUG3

Note: This is the EOY Project phase slip amendment and is included at the end of the administrative modifications section

AM24-22-AUG4
(August 2024 Admin Mod #4)

Key	Lead Agency	Name	Change
23549	Washinton County	Council Creek Regional Trail: Douglas St-Dennis Ave	RE-ADD PHASE: Re-add the right-of-way (ROW) phase canceled in AM24-19-AUG1. ROW certification has determined the ROWS phase will be required as part of the project. \$150k of local overmatch will provide the funding for the ROW phase.

AM24-23-AUG5
(August 2024 Admin Mod #5)

Key	Lead Agency	Name	Change
22828	Clackamas County	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	CANCEL PHASES: Cancel ROW and UR phases. Shift funds to PE
23435	ODOT	OR47/OR8/US30 Curb Ramps	CANCEL PHASE: Cancel UR phase and update phase costs

AM24-21-AUG3
(FFY 2024 End-of-Year Project Phase Slips Amendment follows on the next pages)

As of August 28, 2024		Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips Administrative Modification AM24-21-AUG3												
ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
Illustrative Section														
22507	ODOT	I-205: OR213 - Stafford Rd variable rate tolling project	2024	TBD	Construction	\$44,400,000	\$11,100,000	\$0	\$0	\$55,500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section. No direct MTIP action is required.	Yes
			2024	TBD	Other	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section. No direct MTIP action is required.	Yes
			2024	TBD	ROW	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section. No direct MTIP action is required.	Yes
			2024	TBD	UR	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section. No direct MTIP action is required.	Yes
21371	ODOT	I-5 and I-205: Regional Mobility Pricing	2024	HB3055 (S090)	Other	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A	The project is included in the illustrative section. No direct MTIP action required. Project updates most likely to occur through the 2027030 MTIP Update.	Yes
			2024	HB3055 (S090)	Preliminary Engineering	\$45,464,000	\$11,366,000	\$0	\$0	\$56,830,000	Phase slips to FFY 2025	N/A		
			2024	HB3055 (S090)	Right-of-Way	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A		
			2024	HB3055 (S090)	Utility Relocation	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A		
ODOT Funded Projects														
22829	Lake Oswego	Lake Oswego Signals Visibility Upgrades	2024	HSIP (YS30)	Preliminary Engineering	\$518,817	\$57,646	\$0	\$0	\$576,463	2025	Stakeholder issues delaying phase	Slip PE phase with \$518,817 of HSIP plus match to FFY 2025.	Yes
22576	Milwaukee	Monroe St: SE 21st Ave - 34th Ave (Milwaukee)	2024	HB2017 (S070)	Construction	\$0	\$1,547,633	\$0	\$0	\$1,547,633	2027	Phase delay	Slip Construction phase with \$1,547,633 of state HB2017 funds to FFY 2027	Yes
21609	ODOT	Portland Metro and surrounding areas traffic monitoring	2024	State STBG (Y240)	Construction	\$578,758	\$66,241	\$0	\$0	\$645,000	2025	Phase delay	Slip Construction phase with \$578,759 of State STBG plus match to FFY 2025	Yes
21601	ODOT	Portland Metro and surrounding areas variable message signs	2024	State STBG (Y240)	Construction	\$239,195	\$27,376	\$0	\$0	\$266,572	2025	Phase delay	Slip Construction phase with \$239,195 of State STBG plus match to FFY 2025	Yes

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
Illustrative Section														
22507	ODOT	I-205: OR213 - Stafford Rd variable rate tolling project	2024	TBD	Construction	\$44,400,000	\$11,100,000	\$0	\$0	\$55,500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section.No direct MTIP action is required	Yes
			2024	TBD	Other	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section.No direct MTIP action is required	Yes
			2024	TBD	ROW	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section.No direct MTIP action is required	Yes
			2024	TBD	UR	\$400,000	\$100,000	\$0	\$0	\$500,000	CANCEL	Tolling option eliminated	Project is in the illustrative section.No direct MTIP action is required	Yes
21371	ODOT	I-5 and I-205: Regional Mobility Pricing	2024	HB3055 (S090)	Other	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A	The project is included in the Illustrative section. No direct MTIP Action required. Project updates most likely to occur through the 2027030 MTIP Update.	Yes
			2024	HB3055 (S090)	Preliminary Engineering	\$45,464,000	\$11,366,000	\$0	\$0	\$56,830,000	Phase slips to FFY 2025	N/A		
			2024	HB3055 (S090)	Right-of-Way	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A		
			2024	HB3055 (S090)	Utility Relocation	\$8,000,000	\$2,000,000	\$0	\$0	\$10,000,000	Phase slips to FFY 2025	N/A		

ODOT Funded Projects

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
22829	Lake Oswego	Lake Oswego Signals Visibility Upgrades	2024	HSIP (YS30)	Preliminary Engineering	\$518,817	\$57,646	\$0	\$0	\$576,463	2025	Stakeholder issues delaying phase	Slip PE phase with \$518,817 of HSIP plus match to FFY 2025	Yes
22576	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	2024	HB2017 (S070)	Construction	\$0	\$1,547,633	\$0	\$0	\$1,547,633	2027	Phase delay	Slip Construction phase with \$1,547,633 of state HB2017 funds to FFY 2027	Yes
21609	ODOT	Portland Metro and surrounding areas traffic monitoring	2024	State STBG (Y240)	Construction	\$578,758	\$66,241	\$0	\$0	\$645,000	2025	Phase delay	Slip Construction phase with \$578,759 of State STBG plus match to FFY 2025	Yes
21601	ODOT	Portland Metro and surrounding areas variable message signs	2024	State STBG (Y240)	Construction	\$239,195	\$27,376	\$0	\$0	\$266,572	2025	Phase delay	Slip Construction phase with \$239,195 of State STBG plus match to FFY 2025	Yes
21611	ODOT	Portland Metro and Surrounding Areas Operations	2024	State STBG (Z240)	Other	\$60,258	\$6,897	\$0	\$0	\$266,571	2025	Phase delay	Slip the Other phase with \$60,258 of State STBG to FFY 2025	Yes
22323	ODOT Public Transit Section	Oregon Transportation Network - TriMet FFY24	2024	State STBG (Y240)	Other	\$3,735,416	\$0	\$427,535	\$0	\$4,162,951	2025	Use and obligation timing disconnect between ODOT PTD and TriMet	Slip Other phase with \$3,735,416 of State STBG plus match to FFY 2025. Funding reduction to follow.	Yes
22321	ODOT Public Transit Section	Oregon Transportation Network - TriMet FFY22	2024	5310	Other	\$3,735,416	\$0	\$427,535	\$0	\$4,162,951	2025	Use and obligation timing disconnect between ODOT PTD and TriMet	Slip Other phase with \$3,735,416 of 5310 plus match to FFY 2025.	Yes

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
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ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
22322	ODOT Public Transit Section	Oregon Transportation Network - TriMet FFY23	2024	5310	Other	\$1,526,704	\$0	\$174,739		\$1,701,443	2025	Use and obligation timing disconnect between ODOT PTD and TriMet	Slip Other phase with \$1,526,704 of 5310 plus match to FFY 2025.	Yes
23067	ODOT	I-205: Glenn Jackson Bridge (Columbia River)	2024	NHPP (Y001)	Planning	\$92,220	\$0	\$0		\$92,220	2025	Local permit not received delaying Planning phase from obligating before the end of FFY 2024.	Slip Planning phase with \$92,220 of NHPP plus State HB2017 of \$7,780 and \$100,000 of Other funds (Total of \$200k) to FFY 2025	Yes
			2024	HB2017 (S070)	Planning	\$0	\$7,780	\$0		\$7,780				
			2024	Other	Planning	\$0	\$0	\$0	\$100,000	\$100,000				
			Phase Totals:			\$92,220	\$7,780	\$0	\$100,000	\$200,000				
23067	ODOT	I-205: Glenn Jackson Bridge (Columbia River)	2024	NHPP (Y001)	Preliminary Engineering	\$1,001,000	\$0	\$0	\$0	\$1,001,000	2026	Delay to Planning has domino delay effect on PE	Slip PE phase with \$1,001,000 of NHPP plus State HB2017 of \$77,878 and \$923,122 of Other funds (Total of 8,042,000) to FFY 2026	Yes
			2024	HB2017 (S070)	Preliminary Engineering	\$0	\$77,878	\$0	\$0	\$77,878				
			2024	Other	Preliminary Engineering	\$0	\$0	\$0	\$923,122	\$923,122				
			Phase Totals:			\$1,001,000	\$77,878	\$0	\$923,122	\$2,002,000				
22432	ODOT	US30BY curb ramps	2024	State STBG (Y240)	Righ of Way	\$3,768,660	\$431,340	\$0	\$0	\$4,200,000	2025	Coordination with other pjrcets delaying phase	Slip ROW phase with \$3,768,660 of State STBG plus match to FFY 2025	Yes
			2024	State STBG (Y240)	Construction	\$9,870,300	\$1,129,700	\$0	\$0	\$11,000,000	2025		Slip Construction phase with \$9,870,300 of State STBG to FFY 2025	
21709	ODOT	OR120: Columbia Slough Bridge (Portland)	2024	State STBG (Y240) Change to AC ACP0	Preliminary Engineering	\$11,664,900	\$1,335,100	\$0	\$0	\$13,000,000	2025	Funding issues. Formal amendment in October to be submitted. PE slip first action	Slip PE phase with \$11,669,900 of State STBG to FFY 2025. Change State STBG to be Advance Construction, ACP0. Use general AC code. Anticipate follow-on formal amendment for October to adjust ROW, and cons years and funding. Slip only PE now.	Yes
22440	ODOT	NW 112th Avenue and PNWR rail crossing upgrades	2024	RAIL (YS40)	Utility Relocation	\$72,000	\$8,000	\$0	\$0	\$80,000	2025	Resourcing shortfall delaying phase	Slip UR phase with \$72,000 of RAIL funds plus match to FFY 2025	Yes
			2024	RAIL (YS40)	Construction	\$1,116,000	\$124,000	\$0	\$0	\$1,240,000	2025	Resourcing shortfall delaying phase	Slip Cons phase with \$1,116,000 of RAIL funds plus match to FFY 2025	
			Totals:			\$1,188,000	\$132,000	\$0	\$0	\$1,320,000	Note: YS40 = Railway-Highway Crossing Hazard Elimination IJA funds			
23328	ODOT	I-205 Abernethy Bridge, Ground Improvements	2024	Advance Construction (ACPO)	Construction	\$46,110,000	\$3,890,000	\$0	\$0	\$50,000,000	2025	Phase delay	Slip Construcion phase with \$46,110,000 of Advance Construction funds plus match to FFY 2025	Yes

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
21633	Portland	SW Shattuck Rd at OR10 (Portland)	2024	HSIP (YS30)	Right-of-Way	\$33,763	\$0	\$2,848	\$0	\$36,611	2025	ROW not secured/certified	Slip ROW phase with \$33,763 of HSIP plus match to FFY 2025	Yes
			2025	HSIP (YS30)	Construction	\$833,893	\$0	\$70,350	\$0	\$904,243	2026	Phase delay due to ROW delay	Slip Construction phase with \$833,893 of HSIP plus match from FFY 2025 to FFY 2026	Yes
			Totals:			\$867,656	\$0	\$73,198	\$0	\$940,854				
21635	Portland	SE Flavel St at 72nd Ave (Portland)	2024	HSIP (YS30)	Right-of-Way	\$36,888	\$0	\$3,112	\$0	\$40,000	2025	IGA delay	Slip ROW phase with \$36,888 of HSIP plus match to FFY 2025. Cons already in FFY 2025.	Yes
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	2024	HSIP (YS30)	Right-of-Way	\$41,499	\$0	\$3,501	\$0	\$45,000	2025	ROW not secured/certified	Slip ROW phase with \$41,499 of HSIP plus match to FFY 2025.	Yes
			2025	HSIP (YS30)	Construction	\$1,907,545	\$0	\$160,927	\$0	\$2,068,472	2026	ROW delay impacts Cons	Slip Cons phase with \$1,907,545 plus match to FFY 2026	Yes
			Totals:			\$1,949,044	\$0	\$164,428	\$0	\$2,113,472				
21884	Portland	Morrison St: Morrison (Willamette River) Bridge (Portland)	2024	State STBG (Z240)	Construction	\$6,477,527	\$0	\$741,382	\$0	\$7,218,909	2025	Stakeholder issues delaying phase	Slip Cons with \$6,477,527 of State STBG plus match to FFY 2025.	Yes
22825	Portland	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	2024	HSIP (YS30)	Preliminary Engineering	\$490,500	\$0	\$54,500	\$0	\$545,000	2025	Resourcing shortfall delaying start of project	Slip PE phase with \$490,500 of HSIP plus match to FFY 2025	Yes
22831	Portland	SE Foster Rd: 101st Ave - 136th Ave	2024	HSIP (YS30)	Preliminary Engineering	\$454,500	\$0	\$50,500	\$0	\$505,000	2025	Stakeholder issues delaying phase	Slip PE phase with \$454,500 of HSIP plus match to FFY 2025	Yes
23597	Portland	82nd Avenue Civic Corridor	2024	State STBG (Y240)	Planning	\$2,000,000	\$0	\$228,908	\$0	\$2,228,908	2025	Stakeholder issues delaying phase	Slip Planning phase with \$2,000,000 of State STBG plus match to FFY 2025	Yes
23112	Portland	OR213: 82nd Ave Improvements	2024	State STBG (Y240)	Other	\$4,384,020	\$451,880	\$0	\$0	\$4,835,900	2027	Coordination with other related projects delaying phase	Slip Other phase with \$4,384,020 of State STBG plus match, \$600,000 of HSIP, and \$308,100 of State BIKEWAYS funds to FFY 2027	Yes
			2024	HSIP (YS30)	Other	\$600,000	\$0	\$0	\$0	\$600,000				
			2024	BIKEWAYS (S080)	Other	\$0	\$308,100	\$0	\$0	\$308,100				
			Totals:			\$4,984,020	\$759,980	\$0	\$0	\$5,744,000				

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
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ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
20488	Tigard	North Dakota Street: Fanno Creek Bridge	2024	State STBG (Y240)	Right-of-Way	\$385,839	\$0	\$44,161	\$0	\$430,000	2025	Insufficient funding delay phases moving forward	Slip ROW phase with \$385,839 of State STBG plus match to FFY 2025	Yes
			2026	State STBG (240)	Construction	\$2,170,524	\$0	\$248,426	\$0	\$2,418,950	2027		Slip Cons phase with \$2,170,524 of State STBG plus match from FFY 2026 to FFY 2027	Yes
			Totals:					\$2,556,363	\$0	\$292,587	\$0	\$2,848,950		
23552	TriMet	TriMet Zero Emission Buses Procurement	2024	State Carbon (Y600)	Other	\$3,000,000	\$0	\$343,363	\$32,616	\$3,375,979	2025	TrAMS grant submission review delay	Slip Other phase with \$3,000,000 of State Carbin funds plus match to FFY 2025	Yes
22826	Washington County	NE Cornell Rd at 17th Ave and 21st Ave	2024	HSIP (YS30)	Preliminary Engineering	\$615,000	\$0	\$68,400	\$0	\$683,400	2025	Consultant contract not in place	Slip PE phase with \$615,000 of HSIP plus match to FFY 2025	Yes

Metro Funding Awarded Projects

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
22131	Clackamas County	Courtney Ave Complete Street: River Rd - OR99E	2024	CMAQ (Y400)	Right-of-Way	\$608,818	\$0	\$69,682	\$0	\$678,500	2025	ROW not secured/certified delaying ROW obligation	Slip ROW phase with \$608,818 of CMAQ plus match to FFY 2025. Impact on targets	Yes
			2024	CMAQ (Y400)	Utility Relocation	\$4,486	\$0	\$514	\$0	\$5,000	2025	ROW not secured/certified delaying UR	Slip UR phase with \$4,486 of CMAQ plus match to FFY 2025.	Yes
			Totals:					\$613,304	\$0	\$70,196	\$0	\$683,500		
22133	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	2024	STBG-U (Z230)	Utility Relocation	\$44,865	\$0	\$5,135	\$0	\$50,000	2026 Combine	Combine UR into Construction	Combine UR phase with \$44,865 of STBG-U plus match into Construction phase in FFY 2026	Yes

Competitive/Discretionary Funded Projects (grant awards, earmarks, etc.)

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
23530	Beaverton	Beaverton Downtown Loop: Phase I Demo	2024	HIPCDS23 (Y926)	Preliminary Engineering	\$1,200,000	\$0	\$137,345	\$162,655	\$1,500,000	2025	Stakeholder issues delaying phase	Slip PE phase with \$1,200,000 of HIPCDS23 funds plus match to FFY 2025	Yes
			2024	HIPCDS23 (Y926)	Construction	\$2,800,000	\$0	\$320,473	\$379,527	\$3,500,000	2026	Stakeholder issues delaying phase	Slip Construction phase with \$2,800,000 of HIPCDS23 funds plus match to FFY 2026	Yes
			Totals:					\$4,000,000	\$0	\$457,818	\$542,182	\$5,000,000		Note: HIPCDS23 = FFY 2023 Congressionally Directed Spending award (earmark)

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
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ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
23531	Beaverton	Beaverton Downtown Loop: Preliminary Design	2024	Advance Construction (ACPO)	Preliminary Engineering	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000	2025	Stakeholder issues delaying phase	Slip PE phase with \$2,000,000 of AC funds (RAISE grant award) plus match to FFY 2025	Yes
21636	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	2024	HSIP(YS30)	Construction	\$201,669	\$0	\$17,013	\$1,602,318	\$1,821,000	2025	Environmental site investigation delay. PS&E can be approved. PS&E will be submitted in Oct. 2024."	Slip Cons phase with \$201,669 of hSIP to FFY 2025.	Yes
23574	Multnomah County	Beaver Creek Fish Passage Restoration at Troutdale Rd	2024	Advance Construction (ACPO)	Preliminary Engineering	\$1,330,480	\$0	\$332,620	\$25,000	\$1,688,100	2025	Stakeholder issues delaying phase	Slip PE phase with \$1,330,480 of Advance Construction funding plus match to FFY 2025.	Yes
23554	Portland	Burgard Bridge Resiliency and Multimodal Enhancement Project	2024	HIPBIP22 Z943 Y17F	Right-of-Way	\$55,725	\$0	\$13,931	\$0	\$69,656	2025	Obligation will then match up with Construction phase and be obligated together	Slip ROW phase with \$55,725 of HIPBIP22 funds plus match to FFY 2025. Update fund as well.	Yes
			2024	HIPBIP22 Z943 Y17F	Utility Relocation	\$40,000	\$0	\$10,000	\$0	\$50,000	2025		Slip UR phase with \$40,000 of HIPBIP22 funds plus match to FFY 2025. Update fund code as well.	
			Totals:					\$95,725	\$0	\$23,931	\$0	\$119,656		
23463	TriMet	TriMet Transit Center EV Chargers	2024	CMAQDEQ (Y400)	Planning	\$110,319	\$0	\$12,627	\$65,581	\$188,527	2025	Same issues as with Transit centers and NEPA issues. TrAMS grant application most likely won't be executed until FFY 2025. Slip as a precaution	Slip Planning phase with \$110,319 of CMAQDEQ plus match to FFY 2025. Slip PE phase with \$220,640 of CMAQDEQ plus match to FFY 2025. Slip ROW phase with \$8,777 of CMAQDEQ plus match to FFY 2025. Slip Cons phase with \$2,840,000 of CMAQDEQ plus match to FFY 2025.	Yes
			2024	CMAQDEQ (Y400)	Preliminary Engineering	\$220,640	\$0	\$25,253	\$131,162	\$377,055				
			2024	CMAQDEQ (Y400)	Right-of-Way	\$8,777	\$0	\$1,005	\$5,218	\$15,000				
			2024	CMAQDEQ (Y400)	Construction	\$2,500,264	\$0	\$286,166	\$987,989	\$3,774,419				
			Totals:					\$2,840,000	\$0	\$325,051				
23399	TriMet	TriMet Beaverton Transit Center Renovation (2022 5339b)	2024	5339(b)	Preliminary Engineering	\$760,000	\$0	\$190,000	\$0	\$950,000	2025	TrAMS submission but under review by FTA. TRAMS grant to be executed now in 2025 with phase adjustments as shown	Slip project and phases to FFY 2025: Slip PE with \$760,000 of 5339(b) plus match to FFY 2025. Slip ROW with \$2,007,267 of 5339(b) plus match to FFY 2025. Slip adjusted Cons with \$2,408,065 of 5339(b) plus match to FFY 2025. Slip Other with \$391,251 of 5339(b) plus match to FFY 2025	Yes
			2024	5339(b)	Right-of-Way	\$2,007,267	\$0	\$501,817	\$0	\$2,509,084				
			2024	5339(b)	Construction	\$2,720,836 \$2,408,065	\$0	\$680,209 \$602,016	\$0	\$3,401,045 \$3,010,081				
			2024	5339(b)	Other	\$391,251	\$0	\$97,813	\$0	\$489,064				
			Totals:					\$5,566,583	\$0	\$1,391,646				

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
 Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
23667	TriMet	Gateway Transit Center Upgrades - TriMet	2024	CDS24 (CDS0)	Construction	\$1,000,000	\$0	\$250,000	\$608,000	\$1,858,000	2025	NEPA work still under review with FTA. TrAMS grant for construction not yet accepted by FTA. Slip to FFY 2025 as a result.	Slip Cons phase with \$1,000,000 of CDS24 earmark funds plus match to FFY 2025.	Yes

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
23669	TriMet	Columbia Zero Emissions Bus Operations Facility - TriMet	2024	CDS24 (CDS0)	Construction	\$5,000,000	\$0	\$1,250,000	\$1,968,000	\$8,218,000	2025	Same issue as for Key 23667 with NEPA work. Slip Cons to FFY 2025 as a result	Slip Cons with \$5,000,000 of CDS24 earmark funds plus amtc to FFY 2025.	Yes
23473	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	2024	CPFCDS22 (Earmark)	Preliminary Engineering	\$1,340,000	\$0	\$335,000	\$0	\$1,675,000	2025	Partial TrAMS approval for PE. Phase slipped to FFY 2025 except for PE partial obligation.	Slip Congressionally Drected Spending (CDS) award PE phase with \$1,340,00 of CDS funds plus match to FFY 2025. PE federal is reduced for \$160k (plus match) for partial prior obligation (TrAMS grant ID OR-2024-017) Slip Other phase with \$1,500,000 of CDS plus match AND Construction phase with \$2,000,000 of CDS plus match to FFY 2025.	Yes
			2024	CPFCDS22 (Earmark)	Other	\$1,500,000	\$0	\$375,000	\$0	\$1,875,000	2025			
			2024	CPFCDS22 (Earmark)	Construction	\$2,000,000	\$0	\$500,000	\$0	\$2,500,000	2025			
			Totals:			\$4,840,000	\$0	\$1,210,000	\$0	\$6,050,000				
23474	TriMet	TriMet 82nd Ave MAX Station Improvement Project	2024	HIPCPC23 (Y926)	Preliminary Engineering	\$532,924	\$0	\$133,231	\$185,509	\$851,664	2025	Partial obligation in PE, but entire project slip needed as precautionary. Possible this one could receive full TrAMS approval by 9/24/2024	Unlcear how final TrAms application will be executed. So, slip \$532,924 pf CDS fund plus match to FFY 2025. Slip Cons phase with \$2,467,076 of CDS funds plus match to FFY 2025.	Yes
			2024	HIPCPC23 (Y926)	Construction	\$2,467,076	\$0	\$616,769	\$858,793	\$3,942,638	2025			
			Totals:			\$3,000,000	\$0	\$750,000	\$1,044,302	\$4,794,302				
23475	TriMet	TriMet Oregon City Transit Center	2024	CPFCDS22 (CDS0)	Preliminary Engineering	\$387,568	\$0	\$96,892	\$170,530	\$654,990	2025	Similar NEPA delay preventing TrAMS grant to be full obligated and executed. TriMet requests all phases be slipped to FFY 2025 tomatch revised TrAMS grant application	Slip PE with \$387,568 of CDS funds plus match to FFY 2025. Slip ROW with \$1,478,957 of CDS funds plus match to FFY 2025. Slip Cons with \$2,951,247 of CDS funds plus match to FFY 2025, and slip Other phase with \$182,228 plus match to FFY 2025.	Yes
			2024	CPFCDS22 (CDS0)	Right-of-Way	\$1,478,957	\$0	\$369,739	\$650,741	\$2,499,437				
			2024	CPFCDS22 (CDS0)	Construction	\$2,951,247	\$0	\$737,812	\$1,298,548	\$4,987,607				
			2024	CPFCDS22 (CDS0)	Other	\$182,228	\$0	\$45,557	\$80,181	\$307,966				
			Totals:			\$5,000,000	\$0	\$1,250,000	\$2,200,000	\$8,450,000				

FTA Transit Funded Projects (UZA Apportionments)

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	N/A	5339	Other	\$48,763	\$0	\$12,191	\$0	\$60,954	2025	No slip. Project must be re-added to MTIP	No slip. Re-add project to FFY 2025 via October FFY 2025 Formal MTIP Amendment	Yes
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2024	5339	Other	\$50,000 \$50,276	\$0	\$12,500 \$12,569	\$0	\$62,500 \$62,845	2025	TrAMS application to be submitted now in FFY 2025	Complete minor funding update and slip Other phase with \$50,276 of 5339 funds plus match to FFY 2025.	Yes

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
22195	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2023	2024	5307	Other	550,000 588,354	\$0	\$137,500 \$147,089	\$0	\$687,500 \$735,443	2025	TrAMS application to be submitted now in FFY 2025	Complete minor funding update and slip Other phase with \$588,354 of 5307 funds plus match to FFY 2025.	Yes
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	2024	5339	Other	\$52,000	\$0	\$13,000	\$0	\$65,000	2025	Final apportionment hasnot been determine. No TrAMS grant submisison yet	Slip Other phase with \$52,000 of 5339 plu smatch to FFY 2025.	Yes
22198	SMART	SMART Bus Purchase/PM/Amenitie s and Technology 2023	2024	5307	Other	\$550,000	\$0	\$137,500	\$0	\$687,500	2025	Final apportionment hasnot been determine. No TrAMS grant submisison yet	Slip Other phase with \$550,000 of 5307 funds plus match to FFY 2025.	Yes
22175	TriMet	TriMet Bus Purchase (2023)	2024	5339	Other	\$3,144,455	\$0	\$786,113	\$0	\$3,930,569	2025	Funds planned to be expended now in 2025	Slip Other phase with \$3,144,465 of FTA 5339 plus match to FFY 2025	Yes
22176	TriMet	TriMet Bus Purchase (2024)	2024	5339	Other	\$3,234,549 \$3,260,241	\$0	\$808,637 \$815,260	\$0	\$4,043,186 \$4,075,301	2025	Funds planned to be expended no in 2025	Update funding and slip Other phase with \$3,260,241 of FTA 5339 plus match to FFY 2025	Yes
22179	TriMet	TriMet Bus and Rail Preventive Maintenance (2024)	2024	5307	Other	\$55,092,965	\$0	\$13,773,241	\$0	\$68,866,206	2025	FFY2024 Formula funds have not been suballocated yet to execute in TrAMS.	Slip Otherphase with \$55,092,965 of 5307 plus match to FFY 2025	Yes
23204	TriMet	TriMet Bus Preventive Maintenance (2024)	2024	5337 HIMB	Other	\$25,649	\$0	\$6,412	\$0	\$32,061	2025	FFY 2024 final apportionment numbers not provided by FTA. Slip and revise in FFY 2025.	Slip Othe rphase with \$25,649 of 5337 HIMB plu smatch to FFY 2025	Yes
22182	TriMet	TriMet Rail Preventive Maintenance (2024)	2024	5337 HIFG	Other	\$41,814,848	\$0	\$10,453,612	\$0	\$52,268,460	2025	FFY 2024 final apportionment numbers not provided by FTA. Slip and revise in FFY 2025.	Slip Other phase with \$41,814,848 of 5337 HIFG plu smatch to FFY 2025	Yes
22185	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	2024	5310 (80/20)	Other	\$1,806,718	\$0	\$451,680	\$1,355,039	\$3,613,437	2025	FFY 2024 final apportionment numbers not provided by FTA. Slip and revise in FFY 2025.	Slip Other phase with \$1806,718 of 5310 (at 80/20 match level) plus match to FFY 2025. Slip Other phase with \$298,311 of 5310 at 50/50 match level plus match to FFY 2025	Yes
			2024	5310 (50/50)	Other	\$298,331	\$0	\$298,331	\$0	\$596,662				
			Totals:			\$2,105,049	\$0	\$750,011	\$1,355,039	\$4,210,099				

Metro Final FFY 2024 End of Federal Fiscal Year Project Phase Slips
Administrative Modification AM24-21-AUG3

ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
Projects Identified to Slip but Should not be Slipped to FFY 2025														
ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	2024	STBG-U	Right-of-Way	\$193,304	\$0	\$22,125	\$0	\$215,429	NO SLIP	ROW will obligate now in FFY 2024	No Action. Correct ROW in AM24-20-AUG2 to reflect ROW in FFY 2024	Yes
			2024	State STBG		\$1,237,904	\$0	\$141,684	\$0	\$1,379,588	NO SLIP			
			Totals:		\$1,431,208	\$0	\$163,809	\$0	\$1,595,017					
22150	TriMet	HCT and Project Development Bond Payment (FFY 2024)	2024	CMAQ + STBG-U	Other	\$21,799,999	\$0	\$2,495,107	\$0	\$24,295,107	NO SLIP	TrAMS Grant executed now per TriMet	No action. Leave in FFY 2024	Yes

Requested Phase Slip or Cancel Actions Submitted Previously as Part of Other Administrative Modifications or Formal Amendments - No Action Required as Part of the 2024 EOY Slip Amendment														
ODOT Key	Lead Agency/ Applicant	Project Name	Current Year	Fund Type	Phase	Federal Amount	State Amount	Local Match	Overmatch	Total	Action/ Required Slip Year	Slip Reasons	MTIP Action	Metro Review
21607	ODOT	OR213 at NE Glisan St and NE Davis St	2024	NHPP (Z001)	ROW	\$444,410	\$50,865	\$0	\$0	\$495,275	2025	Various	No action required as part of 2024 EOY Slip Amendment. Slips already submitted for Key 21607 as part of August #2 Admin Mod bundle (AM24-20-AUG2). Slip included for informational purposes.	Yes
			2024	NHPP (Y001)	Other	\$24,506	\$2,804	\$0	\$0	\$27,310	CANCEL	Not Required		
			2024	NHPP (Z001)	Utility Relocation	\$106,412	\$12,179	\$0	\$0	\$118,591	2026	Various		
			Totals:		\$575,328	\$65,848	\$0	\$0	\$641,176					
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood R	2024	STBG-U (Z230)	Construction	\$2,179,847	\$0	\$249,493	\$20,000	\$2,449,340	2026	Delays starting and completing ROW before end of fo FFY 2024 delays construction phase	Construction slip to FFY 2026 completed as part of Admin Mod AM24-20-AUG2. No further action in MTIPis required. Negative impact upon targets result	
			2024	State STBG (Z240)		\$1,468,078	\$168,028	\$0	\$0	\$1,636,106	2026			
			Totals:		\$3,647,925	\$168,028	\$249,493	\$20,000	\$4,085,446					
23630	TriMet	TriMet Battery Electric Buses Purchase	2025	CMAQ-DEQ (Y400)	Other	\$262,016	\$0	\$29,909	\$1,046,353	\$1,338,278	N/A	Already in FFY 2025	Already completed to slip Otherphase to FFY 2025.No furtheractionrequired.	Yes
23549	Washington County	Council Creek Regional Trail: Douglas St-Dennis Ave (RAISE grant portion)	2024	AC-RAISE (ACPO)	ROW Previous	\$104,571	\$0	\$26,143	\$19,286	\$150,000	Adjust ROW funding	ROW remains and will not be canceled. Local overmatch will cover ROW	AM24-22-AUG4 admin mod revises the earlier ROW cancellation and shift to PE in AM24-19-AUG.	Yes
				Other	ROW Revised	\$0	\$0	\$0	\$150,000	\$150,000	PE and ROW remain in FFY 2024	ROW Local overmatch used for phase funding	No further action required	
				AC-RAISE	PE Revised	\$1,993,829	\$0	\$498,457	\$367,714	\$2,860,000	PE updated	PE now \$2,860,000	Actions completed unde AM24-22-AUG4	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 30, 2024
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendments to the 2024-25 Unified Planning Work Program (UPWP)

Background

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

See attached project narratives which describes (in tracked changes) minor changes to the budgets of several Metro projects to reflect changes in MPO funding from the Oregon Department of Transportation (ODOT) and minor adjustments to the Metro budget.:

- Transportation Planning
- Metropolitan Transportation Improvement Program
- Investment Areas (Corridor Refinement and Project Development)
- 82nd Ave Transit Project
- Data Management and Visualization
- Land Use and Socio-Economic Modeling Program

Next Steps

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

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

Transportation Planning

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

Description

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

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

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

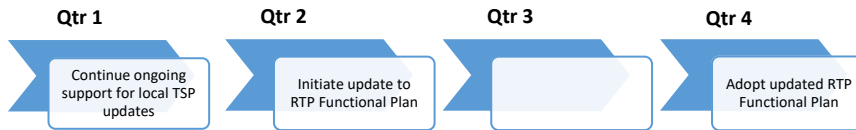
- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination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

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

In 2024-25, major efforts within this program include:

- Implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans.
- Support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking
- Other ongoing transportation policy support for major planning projects at Metro and our cities and counties.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,283,502
Materials & Services	\$ 65,900 ¹
Indirect Costs	\$ 639,184

Resources:

PL	\$ 340,674
PL Match (ODOT)	\$ 38,992
5303	\$ 123,470
5303 Match (Metro)	\$ 14,132
STBG	\$ 696,333
STBG Match (Metro)	\$ 79,698
Metro Direct	\$ 695,288

TOTAL \$ 1,988,586

TOTAL \$ 1,988,586

Deleted: 343,623

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¹ As part of Metro’s commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The MTIP represents the four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located on the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost estimates and project schedules needed for programming ensure USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. In addition, Metro also administers local projects that were awarded federal funds, but where those

funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes of Safety, Equity, Climate, Mobility and Economy to inform their prioritization for funding.

In the 2024-25 State Fiscal Year, the MTIP is expected to implement the following work program elements:

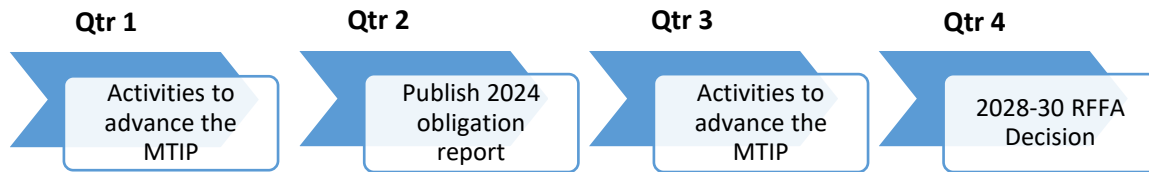
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 by the end of FY 2024-25. allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP.
- *Development of the 2027-30 MTIP.* Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP through the end of FY 2025-26. This will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year.
- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation as an ongoing effort. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding.
- *Publish the Federal Fiscal Year (FFY) 2024 Obligation report.* All project obligations for federal fiscal year 2024 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of FY 2024-25.
- *Report on FFY 2025 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2024 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2024 report on FFY 2024 performance, January 2025 report to establish FFY 2025 target amount)

- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working (ongoing) in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data management system to improve MTIP administrative capabilities. Metro expects to actively utilize the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be consider development of additional modules of the database during the first year, such as a long-range planning project module.

There are several additional MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund exchange of federal RFFA funding with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,026,070	PL	\$ 1,409,751
Materials & Services	\$ 434,050 ^{1, 2}	PL Match (ODOT)	\$ 161,352
Indirect Costs	\$ 510,983	STBG	\$ 358,920
		STBG Match (Metro)	\$ 41,080
TOTAL	\$ 1,971,103	TOTAL	\$ 1,971,103

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge, kelly.betteridge@oregonmetro.gov

Description

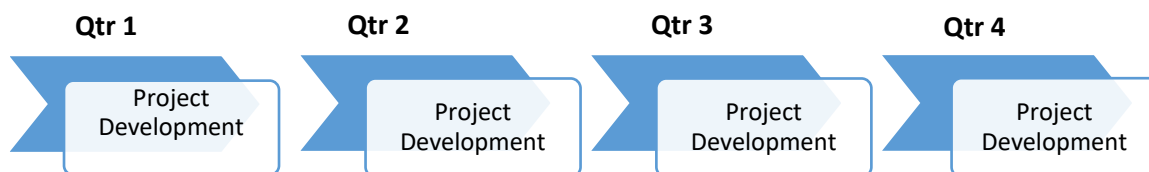
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors to leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented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

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

In FY 2023-2024, Investment Areas staff have supported partner work on mobility and transit capacity improvements across the region. Specific projects include TV Highway, Better Bus, Columbia Connects, 82nd Ave, additional support for the Southwest Equitable Development Strategy and Sunrise Corridor visioning.

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

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Resources:

Personnel Services	\$ 543,341	STBG	\$ 630,264
Materials & Services	\$ 31,120	STBG Match (Metro)	\$ 72,137
Indirect Costs	\$ 270,584	Metro Direct	\$ 142,644
TOTAL	\$ 845,045	TOTAL	\$ 845,045

82nd Avenue Transit Project

Staff Contact: Elizabeth Mros-O'Hara, elizabeth.mros-ohara@oregonmetro.gov

Description

Metro, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to complete a transit analysis, develop a conceptual transit design, and analyze travel time and reliability to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor.

In FY2023-24, the project concept was advanced with a focus on development of the Locally Preferred Alternative (LPA). The following milestones were the focus of the work to develop an LPA:

- Interagency and community coordination
- Steering committee adoption of transit goals and objectives and initial purpose and need
- Community engagement, open houses, workshops, focus groups, and surveys
- Data collection and technical analysis to determine existing and future needs
- Supported community partners development and adoption of an Equitable Development Strategy (EDS)

During FY2024-25 Metro will support the process of LPA approval and adoption into local plans, JPACT and Metro Council will endorse the LPA, and then codifying the LPA will be codified into the Regional Transportation Plan. The project team will enter FTA CIG Small Starts Project Development, begin the NEPA early scoping, advance design, and work on materials for the FTA funding process. Key milestones will include:

- LPA adoption into local plans, endorsed by the MPO and Metro Council, and adopted into the fiscally-constrained Regional Transportation Plan
- Pursue a variety of funding opportunities at the federal, state, regional, and local levels
- Continue supporting EDS community partners with project implementation
- Kick off Small Starts Project Development
- Determine NEPA strategy and begin process of early scoping
- Develop materials for FTA CIG Small Starts project rating

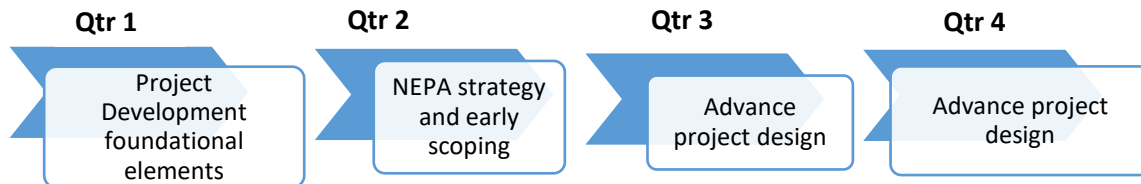
Metro will work to find opportunities to continue advancing this work, including through new Federal funding under the Neighborhood Access and Equity program that could support ongoing operations of ongoing project development of the 82nd Avenue Transit Project and implementation actions by community-based organizations and jurisdictional partners.¹ In addition, Metro has supported the City of Portland grant application for Neighborhood Access and Equity (NAE) Program Capital Construction Grant for 82nd Avenue: Cully/Sumner Neighborhood Connections. This grant would help fund key transit-supportive improvements such as traffic signals, pedestrian access and safety improvements, and better pedestrian connections to the Parkrose Transit Center.²

¹ The latter half of this sentence will be removed in Spring 2024, if Metro is not successful with its Reconnecting Neighborhoods and Communities grant application.

² These last two sentences will be removed / updated in Spring 2024, once the region learns results of the NAE grant application.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 755,122	82 nd Ave (FTA Grant – Flex Transfer)	\$ 1,116,989
Materials & Services	\$ 461,532 ^{3, 4}	82 nd Ave (FTA Grant – Flex Transfer) Match (Metro)	\$ 127,844
Indirect Costs	\$ 376,051	Metro Direct	\$ 347,871
TOTAL \$ 1,592,705		TOTAL \$ 1,592,705	

³ The budgeted amount for Materials & Services includes potential costs for consultant activities.

⁴ As part of Metro’s commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Data Management and Visualization

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities. The DRC also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2023-24, the DRC:

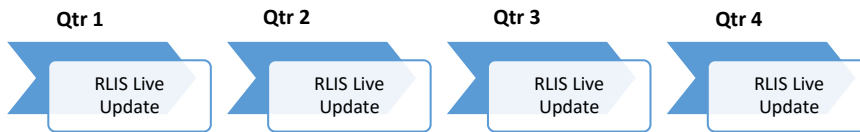
- Offered trainings to prepare Geographic Information System (GIS) users across the agency for the transition from ArcMap to ArcGIS Pro
- Introduced a wide audience to ArcGIS Online and completed the necessary system upgrades to support the entire geospatial technology platform
- Modernized the online MetroMap application, making it mobile friendly, multilingual and accessible to more users.
- Provided technical expertise, analysis and data visualization products for Regional Transportation Planning including the State of Safety Report, the Metropolitan Transportation Improvement Program, the Regional Travel Demand Model, and a high-level geospatial assessment of the outcomes of Regional Transportation Plan projects for key metrics such as equity and active transportation network connectivity.
- Collected aerial orthophotos, then validated and shared them with partners via high-performance web services.

In FY2024-25, the DRC will continue adding value to Metro's MPO functions via:

- The Regional Land Information System (RLIS) by maintaining and publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data, vehicle miles traveled, and equity focus area
- Continued work on emergency transportation routes and their incorporation into online applications
- Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans and vacant land inventory, which also inform transportation planning. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro's MPO responsibilities
The Data Management and Visualization program will continue to provide GIS and Power BI governance while working to develop new tools such as a "quick facts" viewer with commonly requested statistics for key areas of interest and will provide on-demand analytics support for MPO projects.
- Aerial orthophotos and lidar will be collected, processed, and distributed.

For additional information about the Data Resource Center’s data management and visualization projects, email cindy.pederson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,258,684	STBG	\$ 429,759
Materials & Services	\$ 399,013 ^{1 2}	STBG Match (Metro)	\$ 26,080
Indirect Costs	\$ 626,825	STBG Match (ODOT)	\$ 23,108
		Metro Direct	\$ 1,805,575
TOTAL	\$ 2,284,522	TOTAL	\$ 2,284,522

- Deleted: 363,795
- Deleted: 18,530
- Deleted: ¶
- Deleted: 1,879,089

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.
² As part of Metro’s commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Land Use and Socio-Economic Modeling Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

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

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

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

Work completed in FY 2023-24:

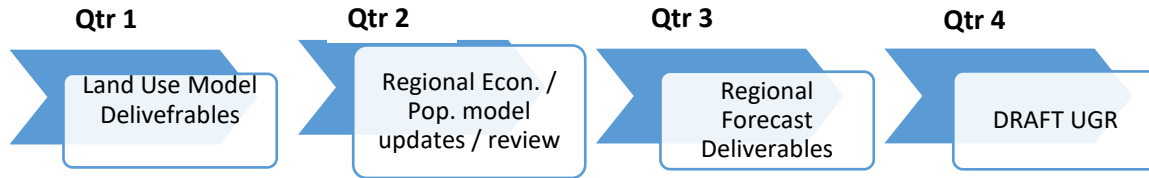
- Developer Supply Processor (DSP) modeling – the DSP model is a land supply redevelopment forecast estimation model structured as a real estate pro forma. The model is consistent with HB 2001, and Oregon law passed in 2019 allowing more housing types in residential areas, and includes:
 - Entitlement screen
 - Regional Land Information System (RLIS) zoning crosswalk between local zoning districts and Metro regional land use categories
 - Middle housing supply estimate
 - Redevelopment (residential + non-residential) supply
 - Land Use Technical Advisory Group (LUTAG) and local partner review/ approval of DSP and redevelopment
- Buildable Land Inventory (BLI) - vacant land model (also consistent with HB 2001)
 - Updated to 2022 vacant land inventory

-
- LUTAG reviewed/approved BLI model assumptions
 - Local review of final BLI (vacant + redevelopment)
 - Regional Economic Forecast model revision and update
 - Re-estimation of model equations
 - Regional economic/ demographic inputs
 - National economic/ demographic inputs
 - Coordination with Portland State University population forecast and inputs
 - Convened/ review regional forecast by expert panel
 - Regional Economic Forecast (2024 -2044)
 - Regional Population Forecast (2024 -2044)
 - Household Income Age (HIA) forecast
 - Disability forecast
 - Race/ ethnicity forecast
 - Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
 - Ongoing Maintenance of Land Development Monitoring System
 - DRAFT Urban Growth Report
 - Land Use Model Improvements – task ongoing

Work in FY 2024-25

- Land Use Model (LUM) Improvements
 - Determine if MetroScope is still a viable LUM alternative
 - Modify DSP/ pro-forma-based approach to forecasting redevelopment supply for use in a LUM – model integration work (depends on LUM platform TBD)
 - Create New Buildable Land Model / Inventory Approach (must be consistent with HB 2001 regulations) – model integration work (depends on LUM platform TBD)
 - Develop of a New LUM Platform to Replace MetroScope (multi-year) – note: model selection could still be MetroScope
- On-going regional economic / demographic forecast and data maintenance
 - Regional economy
 - National drivers
 - Population / vital statistics
- TAZ distributed forecast DRAFT
 - TAZ allocation
 - TAZ local jurisdiction review
- Urban Growth Report (UGR) Documents and Analytics
 - Final Regional Forecast (i.e., population, households, employment, range projections, income, race, disability, HIA distributions)
 - Final UGR documents (supporting analytics and appendices – regional forecast, BLI/ capacity, residential and non-residential need/ gap analytics, land/economy performance monitoring mandates and statistics)
- Ongoing Mapping & Data Analytics of Census 2020 & ACS Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 163,182
Materials & Services	\$ 133,350 ¹
Indirect Costs	\$ 81,265

Resources:

5303	\$ 191,001
5303 Match (Metro)	\$ 21,861
STBG	\$ 58,266
STBG Match (Metro)	\$ 6,669
Metro Direct	\$ 100,000

TOTAL \$ 377,797

TOTAL \$ 377,797

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Members Attending

Tom Kloster, Chair
Karen Buehrig
Dyami Valentine
Judith Perez Keniston
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Chris Ford
Lewis Lem
Bill Beamer
Sarah Iannarone
Indi Namkoong
Ashley Bryers
Katherine Kelly
Steve Gallup
Shauna Hanisch-Kirkbride

Affiliate

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

Alternates Attending

Sarah Paulus
Adam Fiss
Will Farley
Dakota Meyer
Gregg Snyder
Kate Lyman
Neelam Dorman
Glen Bolen
Jason Gibbens

Affiliate

Multnomah County
SW Washington Regional Transportation Council
City of Lake Oswego and Cities of Clackamas County
City of Troutdale and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Allison Boyd
Tara O'Brien
Gerik Kransky
Laurie Lebowsky-Young
Marianne Brisson
Sara Westersund
Jasia Mosley
Shawn M. Donaghy

Affiliate

Multnomah County
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
OPAL Environmental Justice Oregon
Oregon Walks
Community Member at Large
C-Tran System

Guests Attending

Adam Torres
Chris Smith
Cody Field
Henry Miller
Joe Cortright
Kyung Park
Mat Dolata
Megan Channell
Mike Serritella
Miranda Seekins
Tiffany Gehrke
Valentina Peng

Affiliate

Clackamas County
No More Freeways
City of Tualatin
City of Tigard
City Observatory
Espousal Strategies, LLC
City of Hillsboro
Oregon Department of Transportation
Portland Bureau of Transportation
Washington County

JLA Public Involvement

Metro Staff Attending

Ally Holmqvist, Andre Lightsey-Walker, Caleb Winter, Cindy Pederson, Clint Chiavarini, Eliot Rose, Grace Cho, Jake Lovell, Jaye Cromwell, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Michelle Bellia, Monica Krueger, Noel Mickelberry, Robert Spurlock, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

Announcements from Chair Kloster

A new leadership role at Metro has been filled for the Transportation Director, Ted Leybold. Mr. Leybold noted it was an honor to be named in this new position. He is looking forward to the opportunities and challenges ahead and working with the committee. He is currently defining some of the role and work program and welcomes input.

Mr. Leybold announced his former position as Manager of the Resource Development Division has been filled by Dan Kaempff for an interim period. A new Research Director will be hired in the next year or so to manage our travel forecasting unit and GIS land use planning units.

Chair Kloster announced Kim Ellis has been hired as new manager within the Transportation Planning Unit to oversee our Climate Program. Ms. Ellis noted she is excited to build on the work with the Climate Smart Strategy and implementation through the RTP, and supporting the EPA CPRG work with Eliot Rose. We are now in the process of hiring two association planners to support both Eliot and our program. We expect to support the TSP updates to implement the new state transportation planning rules of the RTP and Climate Smart Strategy. Added work is happening in our COO’s office to develop a climate strategic framework for the agency about how Metro is working on climate across all departments.

Kate Lyman announced that TriMet has received two fairly large federal grants recently. We received a one \$25 million grant through the Federal RAISE grant program to help us construct our

fourth bus operating facility on Columbia Boulevard. Also received was \$39 million to pursue hydrogen fuel cell vehicles that will run on 82nd Avenue as well as a hydrogen fueling station to power those buses.

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

Fatal crashes update (Lake McTighe) A reminder of the purpose of this monthly report was to provide a monthly update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties. All information is preliminary and subject to change. The report includes any traffic deaths that were not included in the previous report.

CORRECTION: in the May report, Oscar Lizard Chaidez's death was reported as a traffic death. It has been determined that his death is the result of a homicide. Metro uses ODOT's Initial Fatal Information List to share the most recently reported traffic deaths each month. This is preliminary information and is subject to change. Some traffic fatalities may be later identified as a suicide or homicide or death before the crash occurred and are then reclassified as a 'non-traffic death' and removed from the crash data.

Number of deaths may be higher than the fatal crashes counted by the National Highway Traffic Safety Administration (NHTSA). NHTSA's count excludes crashes involving suicide, private property, non-public roadways, non-motor vehicles, medical events, and deaths that happen more than 30 days after a crash.

- Information is as of 7/11/24 ODOT crash report.
- There were at least 15 traffic deaths in June, in the 3-county area (the names were read)

Once again, we have included 2 additional slides after the slide of names, to reiterate JPACT's commitment to the Safe System approach and sharing some of the safety actions partners are engaged in. Some of the actions regional partners are taking for safer streets:

Gresham Police Dept. Pedestrian Safety Operations:

<https://patch.com/oregon/gresham/pedestrian-safety-mission-scheduled-saturday>

Oregon Department of Transportation: 2024-2025 Oregon Motorcycle & Moped Manual:

https://www.oregon.gov/odot/DMV/Pages/Online_Motorcycle_Moped_Manual/Table_of_Content_s.aspx

PBOT NE Shaver Sidewalk: NE 115th to Parkrose Middle School:

https://www.portland.gov/transportation/walking-biking-transit-safety/safe-routes/construction/ne-shaver-sidewalk-ne-115th?utm_medium=email&utm_source=govdelivery

2021 NHTSA motorcycle safety facts:

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813466.pdf>

The Hurt Report, officially Motorcycle Accident Cause Factors and Identification of Countermeasures, a motorcycle safety study conducted in the United States, initiated in 1976 and published in 1981. The report is named after its primary author, Professor Harry Hurt. The Hurt Report findings significantly advanced the state of knowledge of the causes of motorcycle accidents, in particular pointing out the widespread problem of car drivers failing to see an approaching motorcycle and precipitating a crash by violating the motorcyclist's right-of-way. The study also provided data clearly showing that helmets significantly reduce deaths and brain injuries without

any increased risk of accident involvement or neck injury.

List of findings from the Hurt report:

https://en.wikipedia.org/wiki/List_of_findings_in_the_Hurt_Report

Link to report:

<https://web.archive.org/web/20140823225106/http://isddc.dot.gov/OLPFiles/NHTSA/013695.pdf>

Save the date: City, County and Regional High Injury Corridors Presentation and Discussion. On Microsoft Teams, calendar invite to follow, 1 p.m. to 3 p.m., August 1, 2024. Presentation will be recorded. Open to all interested parties. Join this meeting to learn about new city, county and regional high injury corridors and intersections in the greater Portland area. Metro staff will describe how the corridors and intersections were identified using roadway and 2017-2021 crash data and demonstrate how to use a new interactive tool to explore and use the data. High injury corridors are roadways with the highest concentration of serious crashes. Prioritizing systemic, corridor wide treatments on high injury corridors proactively addresses the most serious safety issues in a community. Please reach out to lake.mctighe@oregonmetro.gov with questions or to request and invite.

Sarah Iannarone noted a sobering report from Smart Growth USA - "Dangerous by Design 2024-State of the States" - OR is 19th in the US for the pedestrian fatalities, and we continue trending in the wrong direction. <https://smartgrowthamerica.org/dangerous-by-design/state-of-the-states/>

Shauna Hanisch-Kirkbride noted the City of Vancouver is doing a lot of street improvement planning and considering lowering speed limits. (Sharing as a citizen not a city rep.)

<https://www.cityofvancouver.us/government/department/public-works/transportation-improvement-program/>

Regional Trails Major Investments Strategy (Robert Spurlock) Since the last meeting this was announced it was noted many of the local agencies and county folks have been helping with the effort of putting together a list of regional trail projects that have a high degree of readiness or ripe for investment. It was noted this is not like a grant program because we don't have any money. But what we're doing at the request of some Metro Councilors is putting together the list of the projects that are the highest priority for the region if we were to have money. These could be useful for advocacy efforts at the federal, state or even private funding source level. All the local agencies submitted their projects with 29 projects submitted from 19 different agencies including non-governmental agencies. We have whittled it down to 20 projects. The total funding need is over \$400 million. The link to this list was shared: <https://oregonmetro.sharefile.com/public/share/web-sd279766bb78f485f9914f45df80b8c64>

It was noted the list is for the 20 projects, not the full 29 submitted. There is still significant work needed, especially if right of way needs to be required, because typically for regional trails we don't use condemnation which could be a fatal flaw. Our next step for those 20 projects will be putting together 2-page fact sheets that include maps and graphics, photo renderings as well as a summary of the benefits. We're using a new methodology from a brand-new report to calculate DMT reduction, economic benefits and emissions reduction benefits for each project.

Designing Livable Streets Save the Date (Andre Lightsey-Walker) It was announced Metro will be hosting a Designing Livable Streets and Trails Practitioner Workshop on Wednesday, Sept. 11 at Metro Regional Center in Council Chamber from 9:00 a.m. to noon. An optional lunch and bike ride

will be offered to look at some complete streets infrastructure in the region. Providing a little background, the Designing Livable Streets & Trails was published in 2019. Mr. Lightsey-Walker will be leading the next phase of this work. The purpose and goals are informational, practitioner centered, increase understanding and awareness, and strategies for implementing our Designing Livable Streets & Trails Guide. The outcomes from this effort were shared:

- Learn what is in the guide and how to use it
- Learn how complete street design and street classifications are used to make progress on climate safety, equity and other goals
- Learn the importance of design documentation and different ways to capture the information
- Understand what type of resources and technical assistance Metro provides

A registration form will be provided by the end of the month. If interested please sign up early because there will be limited space for the event. The committee is encouraged to contact Mr. Lightsey-Walker for questions.

Public Communications on Agenda Items

Chris Smith, No More Freeways

Joe Cortright, City Observatory

Verbal testimony was provided by Mr. Smith and Mr. Cortright at the meeting regarding agenda: Rose Quarter Formal Amendment with Keys 19071 and 21219 (2 projects) Resolution 24-5424. Their written testimony was provided to the committee prior to the meeting and is included in the meeting packet on page 205.

Consideration of TPAC Minutes from June 7, 2024

Minutes from TPAC June 7, 2024 were approved unanimously with no abstentions.

Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 24-5426 Recommendation to JPACT (action item) (Ken Lobeck) Project summaries with this amendment resolution was presented:

- **Key 23410 - I-84: NE Martin Luther King Jr Blvd - I-205 (ODOT):** As part the STIP rebalancing actions to address an existing ODOT funding shortfall, Key 23419 is being canceled. The project current contains only the Preliminary Engineering phase programmed and is intended to design for pavement resurfacing to repair ruts and surface wear.
- **New Project Key 23676 - Metro Transportation Options FFY25 - FFY27 (Metro):** Metro receives a regular three-year federal funding allocation from ODOT supporting the Regional Travel Options (RTO) program. The funding supplements the existing RTO program funding approved in the Metro Unified Planning Work Program (UPWP). The RTO program creates safe, vibrant and livable communities by providing grants and supporting efforts that increase walking, biking, ride sharing, telecommuting and public transit use. Metro and Metro will now coordinate the priorities for the use of the allocated funds.
- **New Project Key 23671 - Portland Metro & Surrounding Areas Signing (ODOT):** The formal amendment adds the new safety project to the MTIP which will provide various signing upgrades on Region 1 corridors for safety and maintenance improvements. Specific locations are to be determined. This is a regional project grouping bucket (PGB) being added to the MTIP. The \$366,837 committed to the project is being transferred from Key 22613. Key 22613 is non-MPO PGB. No action in the MTIP is required for key 22613.

- **New Project Key 23658 - Tualatin River Water Trail Access Enhancements (Tualatin Riverkeepers):** The project was awarded Recreational Trail Program (RTP) funds from the Oregon Parks and Recreation Department and will provide various access improvements to the Tualatin Water Trail. Because the project upgrades are located on the Metro Bicycle and Pedestrian networks, the project becomes regionally significant for performance measures tracking which requires MTIP programming.
- **Project Key 22613 - Portland Metro and Surrounding Areas Safety Reserve (ODOT):** The formal amendment combines the project funds into Key 23671 as noted above enabling Key 23671 to be added to the MTIP with full required funding.
- **Project Key 22431 - OR141/OR217 Curb Ramps (ODOT):** The MTIP formal amendment corrects a programming discrepancy between the MTIP and STIP (corrects and updates the per phase obligations) and adds funding to the construction phase to address a funding shortfall.
- **Project Key 21178 - US26 (Powell Blvd): SE 99th Ave - East City Limits (ODOT):** The formal amendment updates the funding levels in PE and ROW, plus adds new funds to support the construction phase.

Added note: Per ODOT 's request, Key 21709, OR120: Columbia Slough Bridge (ODOT), has been pulled and removed from the July #1 MTIP Formal Amendment Bundle. The construction phase will not be added to the project at this time. This reduces the July #1 regular MTIP Formal Amendment Bundle under Resolution 24-5426 from eight to seven projects.

Comments from the committee:

Jaimie Lorenzini had a question on project key 23613, Portland Metro and Surrounding Areas Safety Reserve (combined into key 23671). Just for my own edification, projects aren't currently identified for those funds, and those projects will be identified through investigations. I'm curious to what extent, when we have programming buckets, do those individual investments then come back to TPAC.

Mr. Lobeck noted it depends on how the bucket is programmed. In this case it could be set up just as a holding bucket for funding for a specific improvement area, meaning safety improvements and not defined, saying to be defined later. Once they are defined then we split the monies off that bucket and create a new project. And that's what we're doing with that. We're taking monies from one bucket which is generalized, putting it into a more specialized safety signing upgrade, this project. But the locations still have to be scoped out. It's kind of that first step to get to various specific project locations. This one does not have it. They have not gone through the scoping process.

Chris Ford noted we have a number of these that are programmatic for basically doing things as needed because almost all of our money is either federal or on major regional routes. It all goes through this in a way that like other cities and agencies don't have to. This in particular we've created because we don't have any money sitting around to change speed limit signs. It was noted ODOT plans to lower the speed limit on Lombard in North Portland from 35 to 30mph. But we had not money to do that which meant we had to take money from the safety reserve, HB 2017 state funds. Because of the nature of it we had to program it through the MTIP and STIP basically just to change speed limit signs. It will still take a few more months to program the money to lower the speed limit.

Noted that it sounds like there are specific locations or corridors, Mr. Ford noted what we decided to do was to create a bucket so that we don't have to come back and go through a three month

process to program money every time we want to lower our speed limit. Asked that's not just one corridor, it was noted it's that one and the others to be determined that aren't known. Ms. Lorenzini noted what the process was for when we know more information and how is that communicated back to TPAC. Mr. Ford noted this essentially is saying we're authorizing ODOT to have money to change signs. There is not a reporting mechanism to say which sign did we change. Ms. Lorenzini noted having a reconciliation of what speed limits have been changed might be useful for the next time we do traffic forecasting and understanding the safety benefits in future RTPs or high crash corridors.

Going back to the step rebalancing and administrative modification, it was noticed that a lot of changes will occur administratively. I'm curious how those will be communicated back to TPAC not as a control mechanism but just as we're gearing up for the 2025 session and making sure that we're all tracking what is the magnitude of the systematic changes that are happening and how they finally appear.

Mr. Lobeck noted he will include them as part of the monthly report back to TPAC and what changed. As far as the magnitude or how and who did that, you'll need to talk to ODOT specifically about why they chose that project over another one and what was the rationale. I won't have that. I'm basically told this part of the rebalancing action for cost cutting and cost savings that need to happen. Each program in ODOT has its own priorities on how they're going to do or not do things.

Ms. Lorenzini noted I'm interested in just a simple running list so that when 2025 hits I would see the state make us whole for projects that are being delayed. Mr. Lobeck noted he will at least provide the monthly report of what's changed. A lot of it will depend on when it comes out of the OTC city actions and things like that. I say they're administrative because all we're doing is a lot of these are in buckets. We're moving the funds around to existing projects already programmed to maintain them.

Indi Namkoong noted this may be another one where we need to dig into further. If this is something we come back with more information later, that's fine. But knowing that there's a few different OTC actions in recent and coming months around rebalancing, are these related to reprogramming funds into the Rose Quarter project or the Abernathy Bridge, or is this a separate package? Mr. Lobeck noted this is totally separate. Going into Rose Quarter, coming from basically a new discretionary grant that ODOT and the City of Portland received.

MOTION: To provide JPACT an approval recommendation to complete all required MTIP programming actions for the seven projects in the July #1 MTIP Formal Amendment under Resolution 24-5426

Moved: Jaimie Lorenzini

Seconded: Gregg Snyder

ACTION: Motion passed unanimously with no abstentions.

Rose Quarter Formal Amendment (5 projects) Resolution 24-5424 Recommendation to JPACT

(action item) (Ken Lobeck, Metro/Megan Channell, ODOT) The presentation began with an overview of Resolution 24-5424. Amending and adding a total of 4 +1 projects:

- o Updating main parent project in Key 19071
- o Canceling/transferring funds from ODOT's I-5 Over NE Hassalo St and NE Holladay St in Key 21219 to new Stormwater Facilities project in Key 23682
- o Adding 2 new child construction phase projects

o Incorporating Portland’s Broadway NAE grant funded Complete Streets upgrades project into the Rose Quarter amendment bundle (TPAC prior approval has occurred)

MTIP processing and terminology details were provided.

- Project bundle support overall upgrades to the I-5 Rose Quarter Improvement project.
- Processing as a separate formal amendment.
- ODOT and Portland received new discretionary RCN/NAE grant funds:
 - RCN/NAE = Reconnecting Communities and Neighborhoods/Neighborhood Access and Equity grant
 - Referred to as the “NAE” grant.
 - \$450 million award to ODOT
 - \$38.394 million to Portland
- Completed Metro actions by August 1, 2024.

- MTIP “active” projects versus “prior obligated”:
 - Prior obligated = all existing programmed phases obligated.
 - Not carried over into the next MTIP and STIP.
 - The project is still progressing towards final delivery.
 - Not visible in the active years of the current 2024-27 MTIP and STIP.
 - Maintained in Prior Obligated section in the MTIP and in Historical section of the STIP.
 - I-5 Rose Quarter Improvement Project is currently in the MTIP’s Prior Obligated section in Key 19071.

- “Segmented/Packaged/Phased” project delivery:
 - Regular process is to obligate and deliver entire construction phase as one delivery phase.
 - Packaged = Split construction phase into multiple and separate delivery components.
- “Parent” versus “Child” projects in MTIP/STIP:
 - Parent project contains PE and ROW normally completed for entire project.
 - I-5 Rose Quarter “parent” in Key 19071.
 - Add new split construction phases become the “child” projects.
 - Adding two new Rose Quarter child projects.

Key 19071 – I-5 Rose Quarter Improvement Project:

The project will complete multi-modal improvements that include ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities. The amendment includes updates to the Preliminary Engineering (PE), and Right-of-Way (ROW) phases. A new Utility Relocation (UR) phase is being added, and a new partially funded construction phase is being added using the \$450 million grant award funding from USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program.

The NAE \$450 million grant enables the first phase of construction to be implemented and delivered. This first phase is focused on the project’s highway cover. ODOT is proposes to use \$382 million to construct the initial, central portion of the highway cover scope element to the project. The central portion of the highway cover, between approximately Weidler and Broadway over I-5, would be built to be forward compatible with future phases of the highway cover construction and I-5 mainline improvements under the highway cover.

This portion is being programmed in Key 23682. The construction phase for this scope element is being programmed as a “child” project in Key 23682 to the main parent project in Key 19071. Key 19071 contains the preliminary engineering (PE) and right-of-way (ROW) funding for the project which is why it is referred to as the parent project.

TPAC received their notification and overview of this project during their June 2024 meeting and provided an approval recommendation to proceed on to JPACT. However, due to the project’s connection to the I-5 Rose Quarter Improvement Project, it is being added to the July # 2 MTIP Formal Amendment bundle for JPACT approval under Resolution 24-5424. There is no action for TPAC to consider for this project. It is included in the amendment bundle for information purposes.

A summary of the other four projects in this amendment:

Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):

The lead agency/applicant for the project is ODOT. The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and would replace the current structural overlay. However, ODOT, will now use the programmed \$5 million to support the required stormwater facilities upgrades within the rose Quarter project limits. The July #2 MTIP Fromal Amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.

New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):

This is one of two new child projects (to the parent project in Key 19071) being added to the MTIP supporting the Rose Quarter Improvement Project. This new project will address required stormwater facility upgrades within the Rose Quarter limits. The project will utilize the \$5 million of ODIOT funds currently programmed in Key 21219. Since PE and ROW phase activities are being completed under Key 19071, only the construction phase is needed to be programmed for Key 23682. This is how Key 23682 becomes a child project to Key 19071.

New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):

This is the second child project to the parent project in Key 19071 being added to the MTIP. The project will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages. The required \$382 million to complete the construction phase is being sourced from the new NAE \$450 million grant ODOT secured from USDOT.

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

This is a separate project to the I-5 Rose Quarter Improvement Project package. However, there is an implementation and delivery connection to the I-5 Rose Quarter Improvement. The city of Portland is the lead agency for the project. The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland’s successful effort to also secure a \$38 million USDOT NAE23 grant.

Comments from the committee:

Indi Namkoong asked for a little more information about what you mean by independent utility of these project phases or of the phased approach. Megan Channell noted independent utility means

that the funding that's provided for the specific package that it can be built independent of other funding sources or other elements of the project. Taking a step back, this MTIP amendment is to program the \$450 million for Rose Quarter that was received from USDOT, from the Reconnecting Communities grant. I wanted to be clear this was money that earned and secured by the community. We worked closely with the historic Albina Advisory Board members with Albina Vision Trust, with our partners at the city and others to get this funding. It was through the advocacy of a lot of organizations represented here and community to get the funding. To specifically answer your question on the independent utility, the funding that we're putting together towards this initial portion of the highway cover that we received we can build that portion of the highway cover as an independent package. But it will be forward compatible with the remainder of the project.

Ms. Namkoong noted I'm hearing a lot of uncertainty around the future of the federal funding and grant making landscape. It's a big year. I'm seeing a lot of merit or a lot of upside in the idea of getting this part of the project over the line to complete funding, especially as we're in a state level funding crunch as well as in the amendment that No More Freeways has proposed. I'm wondering is there a downside that we see to that approach that I am missing.

Ms. Channell asked to confirm this referenced the right of way versus the construction funding piece. This was agreed, the recommendation to move an additional \$30 million into the lids project. Ms. Channell noted the original grant application that was submitted for reconnecting communities requested design money right of way money to build the highway cover among other things. We received just a portion of the funding that we requested which includes design right of way and then the initial portion of the highway cover. So we need to have the design money to be able to design the highway cover so that we know how to build it. We also need the right of way money to be able to have the space to build the highway cover so that right of way money that's being programmed is specific to that initial portion of the highway cover. Without it we wouldn't have the space or the staging to be able to construct it. They are linked together and very specifically focused on the highway cover.

Mr. Lobeck noted that if discussion continues about that swap and you make a change or decision to do something differently, we can make the change as long as we get it in time for Council. The amendment bundle will go forward as submitted but with the understanding from Mr. Ford the proposals on the table to at least look at as part of public comment.

Gregg Snyder noted the adoption of this amendment, or the adoption of this action item will allow the project to move forward. Is this the last amendment that we see? In other words, is this one the one that we're going to have to move the project all the way through or are we going to have another MTIP amendment come through? Ms. Channell noted this is the first construction funding and it's focused on the highway cover. This is just for that construction. We have the remainder of the project to build and other elements of the project to still fund. So those future construction elements and funding infusions as they become available, I anticipate coming forward again through this process.

Eric Hesse noted given the public comment we've received; I'm wondering if you might be able to address the concern articulated around ODOT's ability to strive and how that might relate to NEPA processes which might help the committee understand the risk factors related to that. Ms. Channell noted in regard to the project in full, dating back to the 2010 time period when we were working with the City of Portland, putting together the facility plan building into what was approved for HB

2017, all the work we've done since then, and now here with the federally approved environmental document, it's for the project in full. That includes the full build out of the highway cover that includes the auxiliary lane, one auxiliary lane in each direction that's needed to connect where three interstates are coming together, as well as other multimodal improvements. We do need the auxiliary lane to see those safety and operational improvements on the mainline. Those have been federally evaluated, approved by our federal partners as well as a national panel of experts that dug into some of the technical analysis of the environmental document to affirm that.

Mr. Hesse noted to clarify, I was curious specifically in the comment I heard raised today and in the written comments around the ability for ODOT to use the expanded right of way to then stretch into through lanes. I think that is the particular concern I've seen articulated. I'll just state my understanding is that would require itself a new NEPA process to evaluate that. And that's not what's being evaluated or proposed or possible under this project as it were to advance. Is that accurate?

Ms. Channell agreed, ODOT has no plans to add new through lanes to this segment. It is just the single auxiliary lane that connect Interstate 84 to 405 in each direction. That is what's federally approved. And again, has been part of all that planning process, and in order to do anything different, which to clarify, there are no plans for it. But in order to do anything different a new environmental process would have to be done. It was added there is a resource on the I-5 Rose Corridor website that does show the improvements in the right of way and the width of the I-5 mainline. That might be helpful to inform. https://i5rosequarter.org/media/vjjdgpnu/i5rq_highway-widening_factsheet_remediated.pdf

Sarah Iannarone noted one of the questions I have is with the \$30 million right of way allocation, and as that relates to the separate utilities of what I think about as the above and the below projects. We think about the caps and the fact that those are bring in a significant amount of funding while ODOT struggles to pull together the money for what's happening below the caps especially given that we've got the pause on tolling. I'm wondering if something happens with the below project that would affect the right of way acquisition and where we might need to acquire the right of way based on what ODOT is able to find funding or to build below. Are there any concerns about that right of way acquisition whether or not we should think of that more iteratively based on funding availability for the project below versus the robust interest and funding for the project above.

Ms. Channell noted just to clarify, the \$30 million that would be going towards right of way is the right of way that's needed just for specific to the highway cover. As we look at our broader right of way plan where there's other right of way that would be needed for the mainline improvements. But this \$30 million is focused on the right of way to construct that initial portion of the highway cover. Future additional right of way to construct the mainline improvements will be needed. To the point you referenced, because there is a funding gap for that, it's not prudent to begin the right of way process on that until that funding is secured.

Ms. Iannarone noted to that point, thanks for clarifying. My thought would be if the financing doesn't come together for what's below the cap, wouldn't the footprint of the caps be smaller and you would need different right of way to build the caps based on the size of what's happening below?

Ms. Channell noted the build the highway cover looking at both vertically and horizontally to build the highway cover and get the structure to be thick enough, robust enough to accommodate the buildings on top that we've planned for we are going to have to lower the profile of Interstate 5 to make sure that we still have that vertical clearance for the traffic traveling underneath and freight. In order to accommodate the highway cover we also need to have staging on I-5 to maintain traffic on I-5 while we're building the highway cover. That also necessitates the kind of build out of the width that frankly is the same as accommodating the auxiliary lane to make sure that traffic can be accommodated as we're building one portal, one half of the highway cover. The other is both a construction staging element that ties into the future build out of the highway cover as well. That is all to say they're inextricably linked.

Ms. Iannarone noted just to clarify, what I'm hearing you say is those parcels that you're planning to require would be the same irrespective of the design of the caps above or the final design of what's below. Ms. Channell confirmed.

MOTION: To recommend approval for JPACT to complete all required MTIP programming actions for the July #2 Rose Quarter Formal Amendment bundle that consists of four projects with the new Portland Broadway St project added as the fifth project for JPACT and Metro Council approval.

Moved: Gregg Snyder

Seconded: Chris Ford

Discussion on the motion:

Gregg Snyder appreciated Mr. Smith and Mr. Cortright's testimony today. I have read a lot of the materials they have prepared, not just on this topic but other topics. I appreciate that perspective. I also come from a different perspective, just in general. We are the 27th largest city in the United States. We have the 19th worst congestion in the United States, so we're punching above our weight. Vehicle speed and greenhouse gas emissions, as Mr. Cortright has noted, are inconsistent. VMT may be going down, but greenhouse gas emissions are going way, way up. However, I do think that this project, the Rose Quarter project, was a statewide priority in 2017. The legislature has thoroughly reviewed the matter. They're going to thoroughly review it again. I understand the opposition to it, but we remain fully in support of the project.

Sarah Iannarone wanted to respond a little bit to the last comment. I think there's plenty of research demonstrating that transit and TDM are the answer to congestion of freeway widening. I think we've got quite a bit of evidence showing the principle of induced demand and how that plays into our climate and mobility goals. I also want to highlight that this project that we're talking about today didn't even exist when HB 2017 was being discussed. What we're talking about today is largely the project of a lot of leadership from the Albina Vision, who through their community work was able to bring home \$488 million from the federal government based on their vision for what would be above these caps.

Further, there was a plan to pay for this through tolling which is now paused. I think references to HB 2017 while important, especially in the context of a 2025 transportation package, it's going to be time for us to start moving beyond that to the future of what we're looking at in this corridor. I'm not saying I do or don't support this amendment, but I do think that we need to reframe our thinking both in the best available technologies, policies and programs that we can put in place to manage and mitigate congestion. Also, thinking about the equity concerns and climate concerns about how we mitigate and manage congestion and how we want our precious transportation dollars spent and

how we can leverage them to bring home the most from the federal government. As Albina and Vision Trust has demonstrated, we can do so.

Motion called.

ACTION: Motion passed unanimously with one abstention: Sarah Iannarone.

EPA Climate Pollution Reduction Grant (Eliot Rose) Mr. Rose presented the next deliverable in the EPA Climate Pollution Reduction grants with our next kick off phase of the work. The next Climate Partners' Forum meeting is Tuesday July 23rd from 1:00-2:30 PM. Please email me at eliot.rose@oregonmetro.gov if you would like an invitation or would like to be added to the EPA Climate Pollution Reduction Grant email list for ongoing updates. And check out <http://oregonmetro.gov/climategrant> for more information on the grant, including the last plan we submitted to EPA.

The EPA Climate Pollution Reduction planning grants are 4-year planning grants to create state and metropolitan area climate plans that focus on implementing ready action greenhouse gas reduction programs that align with federal and state climate funding sources. Metro is leading a grant for the 7- county Portland-Vancouver metropolitan statistical area. The first round of grants was submitted by April 1. This second round of grants will cover comprehensive relevant greenhouse gas emissions and actions planned from several federal climate funding sources.

In addition to the Portland-Vancouver area, the states of Oregon and Washington have received planning grants. Metro coordinates with both states so that the resulting plans reflect state, regional, and local agency roles and responsibilities. Besides the current members of the Climate Partners' Forum steering group potentially other agency and non-agency partners for this next phase of the grant.

The draft Comprehensive Climate Action Plan development timeline was reviewed. We are at the start of the introduction and work plan. The next phases include:

Review background information / analysis (*fall-winter '24-25*)

Screen, select, and analyze GHG reduction measures (*winter-summer '25*)

Finalize plan (*due end of '25*)

We will continue to develop this timeline based on the input we hear at the next Climate Partners' Forum meeting on July 23. Because of the time limitations at this meeting other slides were not shown. They are included in the meeting packet and in the video recording.

Comments from the committee:

Eric Hesse noted maybe related to the first phase, but I believe we might be waiting to hear this month what the announcements were regarding the first round of grants. Mr. Rose noted our region submitted \$113 million worth of implementation grant applications under that previous round of implementation grants I mentioned. In addition, the state of Oregon and Washington also submitted big packages of applications that has some funds passed through to local regional governments for climate work. We are waiting to hear back on all of those grants, and it could be July, or it could be this summer. EPA has told me slightly different things verbally versus in writing.

Karen Buehrig noted seeing Mr. Rose at the Clackamas Transportation Advisory Committee meeting the day before. One of the questions I was with the relationship of the work that's going to be done under the next stage of this project and any soft of work related to climate smart strategies. How

this work may interface with work that is central to the work TPAC does. Mr. Rose deferred to Kim Ellis to speak to the broader coordination with all the other work that our newly formed climate team is now doing.

Kim Ellis noted we are going to be working to review and update the Climate Smart Strategy and coordination with the Comprehensive Climate Action Plan. We'll bring that information forward about what we're proposing for further feedback from TPAC at your September meeting. We are still going through the review of the RTP and its climate analysis, and the reporting that we were required to do to the state. That is going to be completed later this year, sometime this fall is what we understand. That may also identify additional work or can continue moving forward implementing it.

There's also work happening at the state level the DLCD and ODOT are required to review, the Statewide Transportation Strategy assumptions, and other underlying information that were used to set our targets. That work is going to be happening also over the next year. That's due by the end of next fiscal year, June 30, 2025.

The other key piece in terms of our planning work is beginning to support the local transportation system plan updates to implement the RTP and Climate Smart, but also those new state rules. If there's other specific things that you're thinking about, please reach out and we can talk more. Those are some of the big things for now. And then we'll be mapping out other related activities that Metro and others are doing that we'll want to be sure we're involved in or coordinating and helping with work towards the next RTP update.

Ms. Buehrig noted finding the conversation around climate happening in many different venues, so I appreciate that we might be trying to align some of these conversations to make it perhaps less confusing to understand how these different elements relate and rely upon being able to look at different sources. I look forward to that and understanding more about the reorganization with different teams at Metro.

Mr. Rose clarified that while the main group of the Climate Partners Forum steers this project, particularly helping us design a process that's inclusive of everyone working on different climate issues in the region, we will continue throughout the development of this last deliverable come back and report to TPAC on the transportation side of the CPRG plan and get your feedback.

5-minute break in meeting taken

2028-30 Regional Flexible Funds Allocation (RFFA) – Next Steps – Step 2 Allocation and New Project Bond Development (Grace Cho & Ted Leybold) The presentation began with an overview of the 2028-30 Regional Flexible Funds Allocation program. A reminder was given on where we were in the process with each of the allocation categories:

- Step 1A – bond repayment
- Step 1A.1 – new project bond
- Step 1B – regionwide programs & planning
- Step 2 – local projects

Next Steps – Step 1A.1 (New Project Bond)

The candidate project identification key dates and details were given. Evaluation and bond scenarios

and key dates with details on bond scenarios analysis were given. Proposal Selection, Public Comment, deliberation and decision key dates were provided.

Next Steps – Step 2

The project solicitation, evaluation and input, and deliberation and decision schedule were reviewed. Details on Step 2: Pre-Application and Call for Project, and what competitive proposals should include were provided. Outcomes to evaluation and risk assessment key dates, with public comment and decision dates was provided.

Comments from the committee:

Karen Buehrig noted there is a lot here with respect to near term actions that are required by various jurisdictions. Questions that I may have been things like are Metro going to be reaching out to jurisdictions individually, such as all of the cities and all of the transit organizations, TriMet and SMART, to be able to engage them in this process and let them know of these dates. I think specifically with regards to the Step 1 projects and the CIG and larger transit projects the importance of engaging with Wilsonville SMART. They're not necessarily sitting around this table. They may have something that falls into this category. I think that would be important.

I had a question around the Step 1 projects. I know there's a whole set of actions but was interested in when the CIG projects would be merged back in because they have a separate nomination process that the other ones. I'm assuming we'll find out on October 4 the full set. I'm interested in an idea of a sample project that would be a good fit for the safe access and transit vehicle priority. I noticed that in the CIG category you could be doing some leverage of other funds, and it wasn't clear in the safe access if that's part of it. Is there any sort of maximum cost of all of these. These all have minimum costs. I think in any of the materials it will be important to understand in the Step 1 category we're kind of what we're shooting for, maybe 50 to a hundred million in project costs I think for everything coming out of that. Those are all things that help us shape what projects we move forward. Some of us may not have been prepared to be able to do all the work that is being required early in the process. Having just a 2-week window for project nomination or that pre-application will be interesting to navigate our processes.

Grace Cho noted there are a couple things. We don't necessarily have a maximum cost. We do have cost threshold minimums that we're looking at in terms of being able to indicate at least sizing in the sense we don't typically have, say for Step 2, which is our more traditional process. We have never put a maximum cost on any of the applications. Just trying to be mindful of that. We want to see projects that come in that are trying to advance those regional objectives and don't want to artificially put any guardrails on this point. With that said, I can imagine that as part of the bond development, just like how we do with Step 2, sometimes project applications come in with the notion that they could be scaled. So that might be something for consideration.

The question about the capital investment grant and large transit capital leverage merging, your interpretation is correct. We intend to provide that as part of the summary and the screening results on October 4. That's the idea of when we will be bring all that information forward and essentially illustrate our listing which projects are then moving forward into the project evaluation phase.

The question about what's a good example of something that might fit into the first last mile, like safe access to transit category. The question about leverage I think I might try to combine a bit. The immediate thought when you posed that question I thought of the lot of interesting work done on

McLoughlin Corridor where you've seen a facility plan get developed for it. There's now a carbon reduction program. The program that theoretically I'm also working on and put an investment into testing it as a transit signal priority and being an example to be able to utilize outside of an FX style project. I can imagine there's some funding leverage there as well as looking at investments across a broader corridor. There's probably well over \$8 million of needs on that corridor.

In terms of the question about the outreach and the engagement, I think I need a little more clarity as to what is being asked. In the broad sense of outreach to our regional partners, notifying them about the opportunities we intend to push out communications through our TPAC contacts. There are also some other interest groups. Coming up with Step 2 we plan to have some updated materials on our webpage now that we're in this second phase. We are actively putting this together in advance of the pre-application period. To the degree that we can announce through the coordinating committees, I realize August is a challenging month. But we're hoping a lot of our regional partners are part of the TPAC interest and share information about these different opportunities and dates.

Mr. Leybold added that if you had a project, you think you're interested in promoting or looking at and you contact us about that, we are happy to meet with your or a jurisdiction who wants to sponsor one-on-one, either with our corridor team or with the appropriate staff that would be relevant for that type of project.

Jaimie Lorenzini noted this may warrant a bigger conversation but with the State Transportation Improvement Funds (STIF) devoting a portion of the dollars to regional coordination, I think we're starting to see more non-Metro transportation or transit providers coming into the Metro UGB. I'm curious at what point in our RFFA process we start to consider non UGB transit providers who are now providing service within the Metro UGB. We may want to contemplate this into future conversations as we increase our regional coordination.

On the logistics side of the equation, knowing that August is coming up fast and there's a short time period for the Step 2 application, if the form at the end of the TPAC packet is fairly accurate, can we start pushing that out now to try and get ahead of August recesses for some of these smaller jurisdictions? Ms. Cho agreed that form could be utilized. If you saw the sample letter of intent form for Step 2 we are not asking for a significant amount of information and the signatory on that can just be something as simple as a planning manager. There is not an intention of trying to penalize, we're trying to get a sense of who's planning and applying for what. Most important is we need to know who needs application assistance.

Ms. Lorenzini noted jumping back to the Step 1 bond side of the equation, I think the way you've laid it out is really good. But I'm concerned about the jurisdictional application limits from a logistics standpoint, knowing that one of the objectives is to invest throughout the region and also knowing what some of the CIG projects are. I'm concerned about capping or for doing a differential application rate for the counties where Washington and Multnomah County have three applications, and Clackamas and East Multnomah County have two. I think that could create a bit of political rub.

And then from the logistics side of the equation, knowing that there are very few applications that can be submitted, and anyone can submit an application, I wonder if that's going to create some coordination challenges that could result in Metro receiving significantly more applications than anticipated. To help clean that up or prevent that scenario I wonder if it might not make sense to

have people submit to their counties and then having the counties be the one to submit the application to catch potential issues before they occur. I wouldn't want to be in a situation where Clackamas County can only submit two applications, but you receive application from five jurisdictions and we didn't see it coming. Ms. Cho agreed that was a good point. Maybe the county reps might have something to say in response of whether or not they like that idea.

Dyami Valentine noted on the point about having applications submitted to or through the counties, it seemed as if that was kind of the anticipated approach, at least through the coordinating committees. Ms. Cho noted there wasn't necessarily an anticipated approach. As you've been looking through the materials the new project bond has a number of different eligibility requirements. Where I was trying to go is based off of maybe a scanner screening. It's hard for us to know whether or not we anticipate seeing the maximum caps be reached in this bond nomination process because there are a number of requirements in terms of what's expected. I want to continue to emphasize we're talking about advancing funds early, knowing we are taking away funds for the future. It's hard to say what might happen, but if we do see some caps, again, we wanted to also try to give some assurance of regional balance. There are these different caps instead of allowing maybe 9 or 10 applications come from one area or something like that. At the same time we want to be thoughtful that maybe one sub region may not use all their cap. So we may talk about a reallocation for nominations if it looks like that's happening.

Mr. Valentine noted looking at the description for the First Last Mile transit investments and I guess it was anticipated that the coordinating committees would need to prioritize if we were exceeding the caps. I was anticipating that submission process would at least somewhat funnel through the coordinating committees to understand what was being submitted at a sub-regional level. So with that in mind my comment was concern that Washington County sub region does want to participate in that. We will not be having a Washington County coordinating committee meeting in August. So we will not have an opportunity to review and vet any proposals or submissions in advance of that September 6 anticipated deadline for nominating projects. A question is how we reconcile that issue especially if we do want the coordinating committees to have an opportunity to advance these projects from a sub-regional level.

Ms. Cho noted maybe we can have a conversation offline about it. If we're talking about maybe a week of a difference in terms of a requested timing that's different those are pretty different calculus in terms of what's being asked of the process itself, which would have implications. They would have significant implications on regional partners because they schedule was intentionally put this way. But we have a year and whole new work program and we're trying to be mindful about not overburdening both processes on partners at the same time. We want to give room for the Step 2. There's not a lot of space to play with. If the county reps want to reach out and have a discussion in terms of your schedule of your caps we can chat.

Gregg Snyder noted the Step 1, a bond program is starting to look a lot like Step 2. We had originally thought that we were separating out the monies because Step 2 is this application process with a formal evaluation and public comment that certainly looks like the bond is trending in that direction. I don't know what to say about that other than it looks very similar now. A couple of key questions on the CIG larger transit capital projects. I assume that the TV Highway Bus Rapid Transit project is eligible. I assume that the 82nd Avenue Bus Rapid Transit project is eligible. I also assume that the 185th Avenue MAX Overcrossing is eligible. If there is a difference in my understanding, please correct me because I'd like to not get down the road and not have at least those three projects being

counted in the CIG larger capital project step. The other thing I'd not in there is that we did see the addition of you have to be in the high-capacity transit plan. We were not sure whether that you intended that to narrow the potential list of projects. The 185th MAX Overcrossing is in that plan, so it doesn't seem to affect it. But I'd be curious as your rational for that. It was noted as of last week the three large projects mentioned had not applied yet, unless TriMet was making the application for all three. A comment was made on safe access to transit. This could easily be different types of transit projects with a minimum project of \$8 million. Mr. Valentine's comments are valid, because many Washington County cities may want to submit applications, but if we are limited what should we pick as a county.

Karen Buehrig appreciated that Ms. Lorenzini highlighted the limits that are being placed upon this First Last Mile category which is kind of new for us to see. I want to highlight a couple of things. One, I think that they should just be removed. They're adding unnecessary complexity at this point in the process. It's requiring us to jump into this potential prioritization process with a very short time period. I think that's part of the reason why we should just remove them. I also want to highlight a little bit what Ms. Lorenzini and Mr. Snyder noted about the ones that fall into the CIG category which are 82nd Avenue, TV Highway and potentially the Overcrossing project. Those all for the most part fall in Multnomah County, the City of Portland and Washington County. Then those jurisdictions end up getting the potential for an additional or additional projects within the bond category. If we're thinking about all the cities in the jurisdictions, Clackamas County will have two that could potentially be considered. Getting to just two might be very challenging within this six-week period between now and Sept. 6. Again, my request would be let's just take those limits off. Part of the issue is we don't know how many applications might be there. So why put those limits on at this point in the process.

Ms. Cho noted I think the consideration of removing the caps we will want to discuss internally, again recognizing that any decision gets made as part of this process. There are various tradeoffs that have implications for both our partners and regional staff. Since we are looking to open the process on the 26th and put out the announcement I think we have a little bit of time to take in this feedback and consider what the different options offer, recognizing what we've heard from partners thus far.

Dyami Valentine noted interest in hearing a response to Mr. Snyder's question about eligibility because I think that's important in the way it was described and previously a little bit broader. It looks like the way the criteria that was outlined in the packet today narrows it. I think we do want to get clarification on that. And I'm not certain if the Overcrossing project is reflected in the high-capacity transit plan. I think we need to explore that to be clear. I thought I heard you say you were going to think about that and respond beyond the meeting.

Ms. Cho noted what I heard were two questions that are being asked for Metro staff to consider in terms of significant changes to the process. Either or both the removal of the application limits and the reconsideration of the deadline. Kind of interesting concepts because the limits may make the point of the timelines be less significant or may resolve this question about the timelines. Those are things I think we'd like to take offline and have some internal discussion. We're also happy to follow up directly with Ms. Buehrig and Mr. Valentine since you are particularly raising it. We will ensure that is communicated clearly back with the materials when we open the nomination process for the new project bond on July 26.

Ted Leybold added specifically to Mr. Snyder and Mr. Valentine's question about the 185th Avenue Overcrossing project being a CIG project, and whether it's in the HCT plan. In terms of the project itself CIG projects have very specific application criteria and to the Federal Transit Administration in terms of what qualifies as a CIG project. That's something we would bring in our CIG experts from our corridor investments planning area group to work with folks who are interested in if they think this is a CIG project to help determine that, even if it's not a CIG project in itself, it would still have eligibility. In terms of my understanding of the project as a transit investment itself, it just might not be a CIG project necessarily. I would want to defer to our experts on that. It's not like it couldn't be applied for, it's just whether determining or not it's a CIG project. I hope that clarifies that and given the interest we'll set up some discussions with our investment area staff to do that.

Jay Higgins asked a clarification question on RFFA. For Step 2 I want to be sure you want us to put in our pre-application regardless of whether or not we're asking for assistance or not. The other question I had regards the short timeline to get projects into RFFA. Is there a penalty in other projects if late in being submitted and included in the process? Ms. Cho suggested airing on the side of more if you have more application ideas than less. The pre-app is not restricted to steps. You also have application limits and caps per sub region. Just be aware of that. But there's not necessarily a penalty if you elect not to apply for one or if it turns out to be a different project. At least we knew the project came from Gresham. We're trying to make this transparent and being able to gauge offers community organization the opportunity to get involved in the earlier stages of the process.

Adjournment

Chair Kloster announced the August 2 TPAC meeting had been cancelled. The TPAC workshop is scheduled August 14 and next regular committee meeting is September 6. There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,
Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 12, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/12/2024	7/12/2024 TPAC Agenda	071224T-01
2	2024 TPAC Work Program	7/5/2024	2024 TPAC Work Program as of 7/5/2024	071224T-02
3	Memo	7/2/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: June 2024	071224T-03
4	Minutes	6/7/2024	Draft minutes from TPAC June 7, 2024 meeting	071224T-04
5	Draft Resolution 24-5426	N/A	Draft resolution 24-5426 FOR THE PURPOSE ADDING, CANCELING, OR AMENDING A TOTAL OF SEVEN PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	071224T-05
6	Exhibit A to Resolution 24-5426	N/A	Exhibit A to Resolution 24-5426	071224T-06
7	Staff Report to Resolution 24-5426	July 3, 2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: July #1 FFY 2024 MTIP Formal Amendment & Resolution 24-5426 Approval Request – JL24-10-JUL1	071224T-07
8	Attachment 1 to Resolution 24-5426	August 1, 2024	Key 21178 - US26 Powell Cost Increase Draft OTC Staff Report	071224T-08
9	Draft Resolution 24-5424	N/A	Draft resolution 24-5424 FOR THE PURPOSE ADDING TWO NEW PROJECTS AND CANCELING ONE EXISTING PROJECT FROM THE 2024-27 MTIP, AND AMENDING THE PREVIOUSLY OBLIGATED ROSE QUARTER IMPROVEMENT PROJECT TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS	071224T-09
10	Exhibit A to Resolution 24-5424	N/A	Exhibit A to Resolution 24-5424	071224T-10
11	Staff Report to Resolution 24-5424	July 3, 2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: July #2 FFY 2024 MTIP Formal Amendment & Resolution 24-5424 Approval Request – JL24-11-JUL2	071224T-11

12	Attachment 1 to Resolution 24-5424	January 2024	Rose Quarter General Fact Sheet	071224T-12
13	Attachment 2 to Resolution 24-5424	N/A	Rose Quarter Project FAQs	071224T-13
14	Memo	July 5 2024	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Transportation Planning and Policy Director RE: 2028-2030 Regional Flexible Fund Allocation (RFFA) – New Project Bond and Step 2 Next Steps	071224T-14
15	Handout	N/A	2028-2030 RFFA – Step 1A.1 New Project Bond Candidate Project Nomination Form (DRAFT July 2024)	071224T-15
16	Handout	N/A	Sample letter of intent – Step 2	071224T-16
17	Presentation	7/12/2024	Fatal Crashes Update Report for TPAC July 12, 2024	071224T-17
18	Presentation	7/12/2024	Save the Date: Designing Livable Streets and Trails Workshop	071224T-18
19	Public Comment Letter	7/10/2024	Comment Letter RE: MTIP Amendment Resolution 24-5424	071224T-19
20	Presentation	7/12/2024	July #1 2024 Formal MTIP Amendment Resolution 24-5426	071224T-20
21	Presentation	7/12/2024	July #2 2024 Formal MTIP Amendment I-5 Rose Quarter Improvement Project bundle	071224T-21
22	Presentation	7/12/2024	Comprehensive Climate Action Plan Kickoff	071224T-22
23	Presentation	7/12/2024	2028-30 Regional Flexible Funds Allocation (RFFA) – Next Steps – New Project Bond & Step 2	071224T-23

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 30, 2024
To: TPAC and interested parties
From: Kim Ellis, AICP, Climate Program Manager
André Lightsey-Walker, Associate Transportation Planner
Subject: Update 2023 Regional Transportation Plan Implementation Activities

PURPOSE

This memo provides an update on implementation of the 2023 Regional Transportation Plan (RTP) and tools and resources being developed to support local and regional planning.

BACKGROUND

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the 2023 RTP in November 2023. A summary of key activities underway to support local and regional implementation of the 2023 RTP follows. See Chapter 8 of the 2023 RTP for more information.

- **2023 Regional Transportation Plan published online.** The 2023 RTP and executive summary have been published online to support local and regional implementation. Explore online maps of the projects, regional networks, high injury corridors and equity focus areas and download the full plan or individual chapters and appendices at: <https://www.oregonmetro.gov/regional-transportation-plan>
- **USDOT Safe Streets For All Grant implementation.** Metro staff are preparing data and tools and working with local partners to develop safety action plans. Online safety resources will be available later this fall to support local planning.
- **Technical assistance, data and guidance available to support local transportation system plan (TSP) updates.** Metro staff are developing guidance and other resources to support local implementation of the 2023 RTP and transportation planning rules (TPR). These resources will complement other guidance and resources being developed by the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to support implementation of the TPR rules. While cities and counties the Portland area do not have deadlines for updating TSPs to address new policies in the 2023 RTP and TPR, several jurisdictions have begun updates. New guidance can be found at <https://www.oregonmetro.gov/local-transportation-system-plans>, including:
 - **Local government liaison list** which identifies staff contacts from Metro and other agencies.
 - **High Capacity Transit (HCT) transit-supportive checklist:** <https://www.oregonmetro.gov/sites/default/files/2024/07/31/Transportation-System-Planning-High-Capacity-Transit-toolbox-20240711.pdf>
 - **Interim Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) System Completion Guidance** in support of implementing the mobility policy in the RTP.

- **Online RTP maps:**
 - **2023 RTP project map viewer:**
<https://experience.arcgis.com/experience/a3272005eba14fd98631fab49c8195a0?org=drcMetro>
 - **2023 RTP policy maps viewer:**
<https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=5011e6d49fef4965a23ed5ea30f36b51>
- **RTP geospatial data** of projects, policy maps and other information in the RTP will also be available later this fall.

- **DLCD approved Portland area progress report implementing Climate Smart Strategy and new statewide transportation planning rules.** Metro staff submitted the [first annual report on Climate-Friendly and Equitable Communities \(CFEC\) implementation](#) to the Department of Land Conversation and Development (DLCD) in May. The report summarizes the Portland metropolitan area’s progress implementing the [Climate Smart Strategy](#) and new statewide transportation planning rules adopted in 2022 and 2023, and identifies corrective actions to address areas where the region is falling short. Metro staff have begun scoping a review and update to the Climate Smart Strategy to address corrective actions identified. TPAC will have an opportunity to discuss the corrective actions at a future meeting.

- **Metro kicks off Comprehensive Climate Action Plan process.** Metro is convening public agencies and organizations across the seven-county Portland-Vancouver metropolitan statistical area to develop a Comprehensive Climate Action Plan (CCAP) by the end of 2025. The CCAP will include a comprehensive inventory of greenhouse gas emissions for all sectors and a broad set of strategies to reduce emissions, including transportation-related emissions. Work began in 2023 that led to development of a Priority Climate Action Plan (PCAP) that was submitted to the Environmental Protection Agency in March 2024 to establish eligibility for EPA implementation grants. While no PCAP implementation grants were awarded to the greater Portland region, EPA awarded \$197 million to the Oregon Department of Environmental Quality that will help fund existing statewide programs that aim to reduce emissions from waste and materials, buildings, and transportation. The planning work is being funded by the [EPA Climate Pollution Reduction Grant \(CPRG\) Program](#) and will be coordinated with DEQ’s CPRG work and other climate planning work at Metro and across the region, including an update to the region’s Climate Smart Strategy and development of the next Regional Waste Plan Progress Report. More information can be found at: <https://www.oregonmetro.gov/tools-partners/grants-and-resources/climate-pollution-reduction-planning-grants>. TPAC will have an opportunity to discuss the CCAP at a future meeting.

- **Other Metro-led planning activities will begin this fall in the support of the 2023 RTP.** These planning activities include development of a Regional Transportation Demand Management (TDM) Strategy, the Community Transit Connections Study (formally Connecting First Mile Last Mile Transit Study), Regional Emergency Transportation Routes (ETR) Project (Phase 2), and scoping for the update to the Future Vision and 2040 Growth Concept.

Forward Together 2.0

A Long-Range Plan for TriMet Service



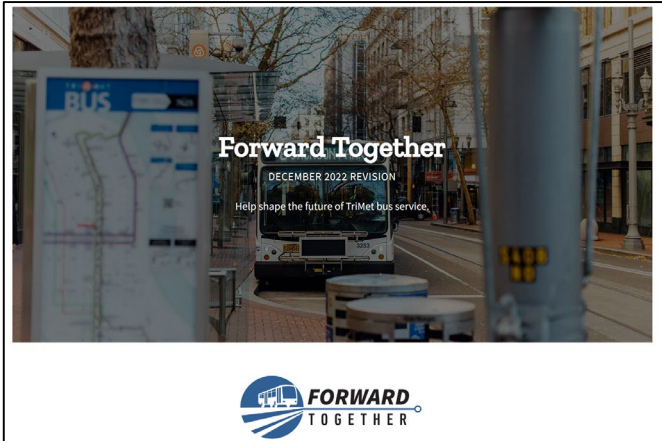
Project Update to TPAC

September 6, 2024

Forward Together 2.0: Purpose

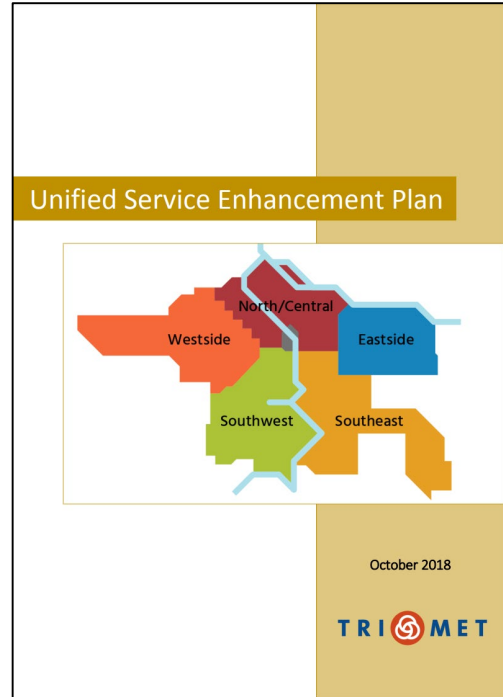
- Provide aspirational vision for TriMet service growth
- Respond to community desires and support TriMet's Vision 2030
- Identify how to meet targets for ridership in the Regional Transportation Plan
- Use as a tool to seek additional operating revenue

Build on this

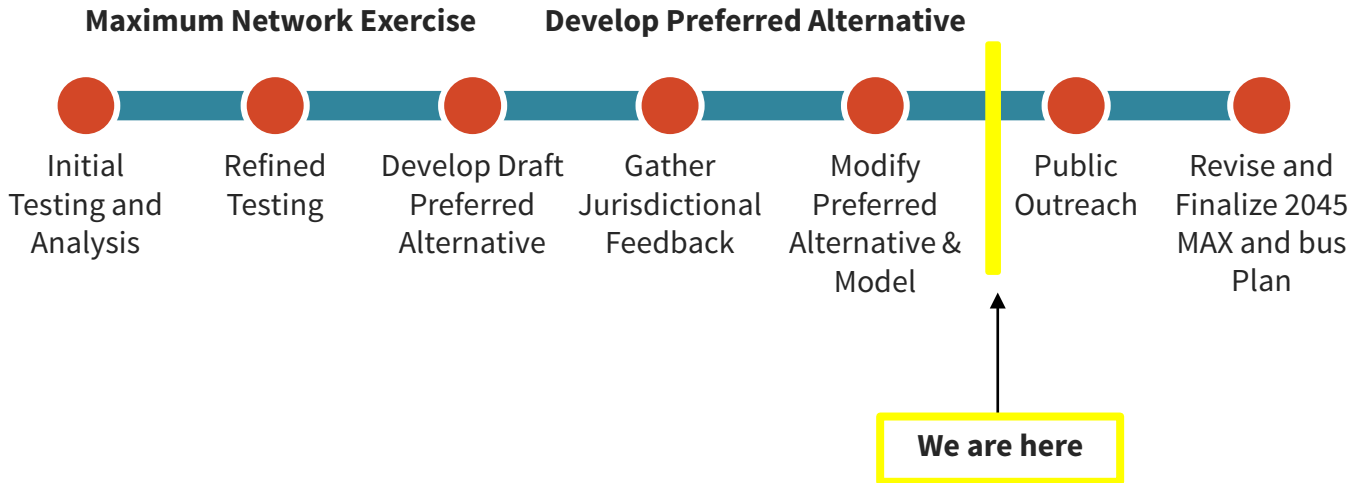


[Trimet.org/forward](https://trimet.org/forward)

Replace this



Project Timeline



Forward Together 2.0: Draft Future Network

Forward Together 2.0 Network E

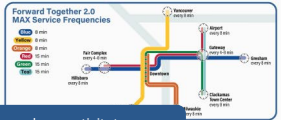
Enhanced frequency to Hillsboro employment areas

Filling longstanding gaps in Portland

Improved connectivity to industrial employment areas



New westside coverage



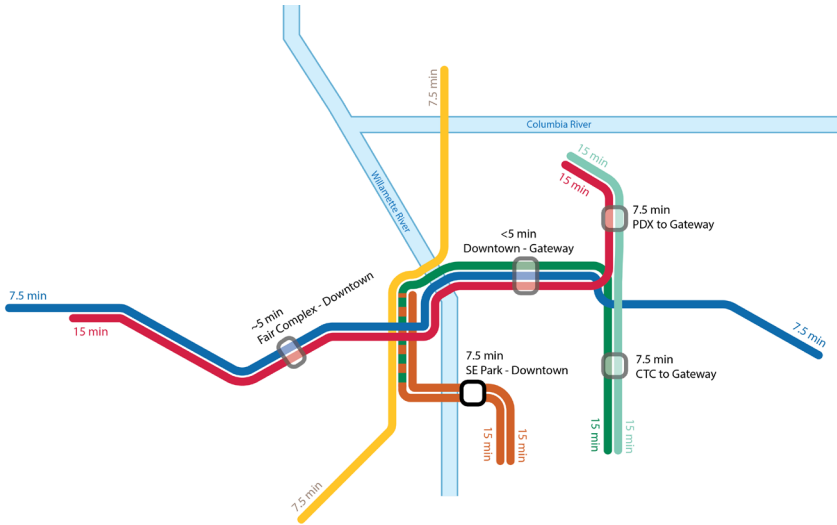
Better links from East Multnomah County to Clackamas

East / west links outside of downtown

MAX	Bus	Other

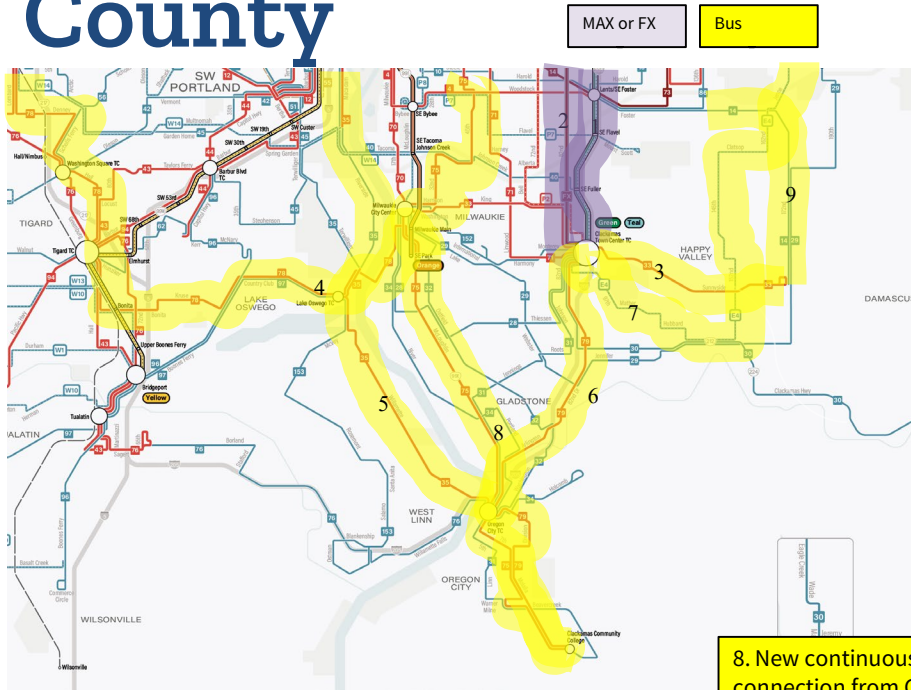


MAX Service Concept



- All MAX segments would operate at 7.5 minute frequency or better.
- Blue Line every 7.5 minutes.
- Yellow Line runs from Vancouver to Tualatin every 7.5 minutes.
- "Teal" Line - new direct service between PDX and Clackamas Town Center.
- Green and Orange interlined.

Clackamas County



1. Twice as much MAX service to Clackamas Town Center (service every 7.5 minutes) with new connection directly to PDX Airport

2. FX on 82nd

3. New Frequent Service on Sunnyside Road

4. New Frequent Service connecting Lake Oswego to Milwaukie and Tigard

5. New Frequent Service connecting Oregon City & Lake Oswego to downtown

6. New Frequent Service connecting Oregon City to Clackamas Town Center

7. New Coverage in Happy Valley connecting to East Portland and Gresham

8. New continuous north/south connection from Clackamas Community College to the Columbia Corridor

9. Connection from Happy Valley to downtown Portland via an extension of Line 14 along Foster, 172nd

Washington County

MAX or FX
Bus

1. Twice as much service on MAX Blue Line to Hillsboro (every 7.5 minutes)

2. FX on TV Highway

3. Better than Frequent Service along Line 20 on Barnes and Cedar Hills Blvd

4. New Frequent Service connecting Beaverton to PCC Rock Creek

5. New Frequent Service connecting South Hillsboro to North Hillsboro and Intel

6. New Frequent Service connecting Tualatin to Marquam Hill

7. New Frequent Service connecting Beaverton, Tigard and Lake Oswego

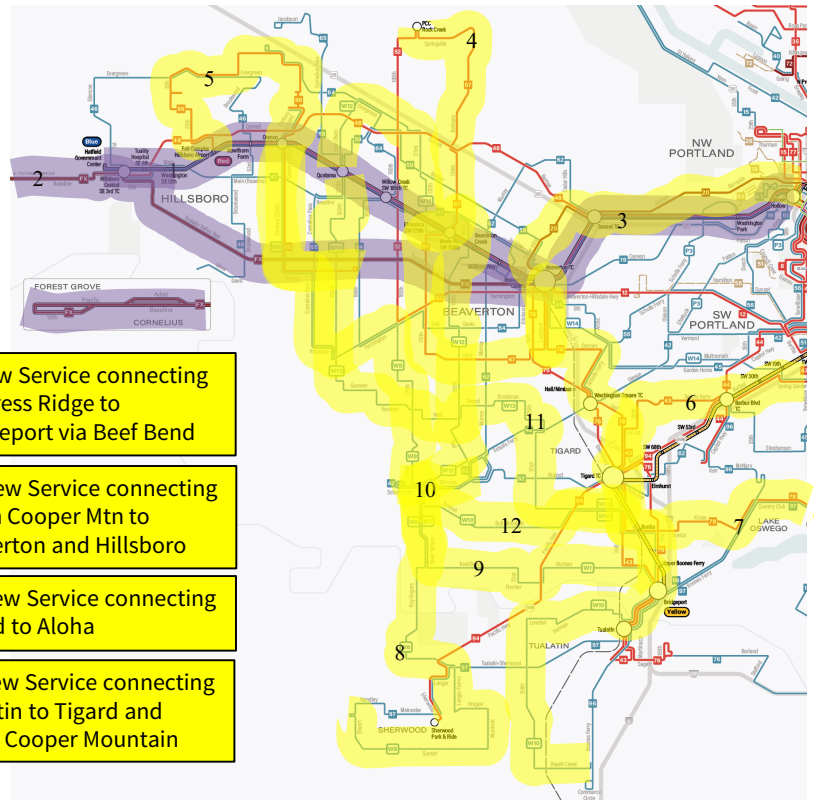
8. New Service connecting Sherwood to Tigard and Hillsboro via Roy Rogers

9. New Service connecting Progress Ridge to Bridgeport via Beef Bend

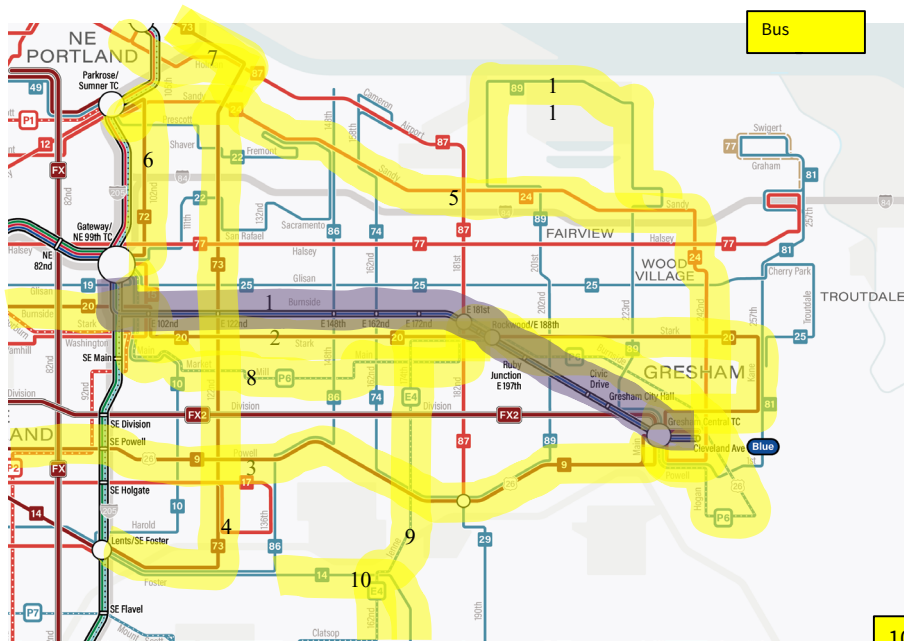
10. New Service connecting South Cooper Mtn to Beaverton and Hillsboro

11. New Service connecting Tigard to Aloha

12. New Service connecting Tualatin to Tigard and South Cooper Mountain



East Multnomah County



MAX or FX

Bus

1. Twice as much service on MAX Blue Line to Gresham (every 7.5 minutes)

2. Better than Frequent Service on Line 20 Burnside/Stark

3. Better than Frequent Service on Line 9 Powell

4. Better than Frequent Service on Line 73 122nd Ave

5. New Frequent Service on Sandy and Hogan

6. New Frequent Service on 102nd connecting to Gateway

7. New Frequent Service to Cascade Station via extensions of Lines 73 and 87

8. New Service connecting East Portland to Gresham

9. New Service connecting Gresham to Happy Valley

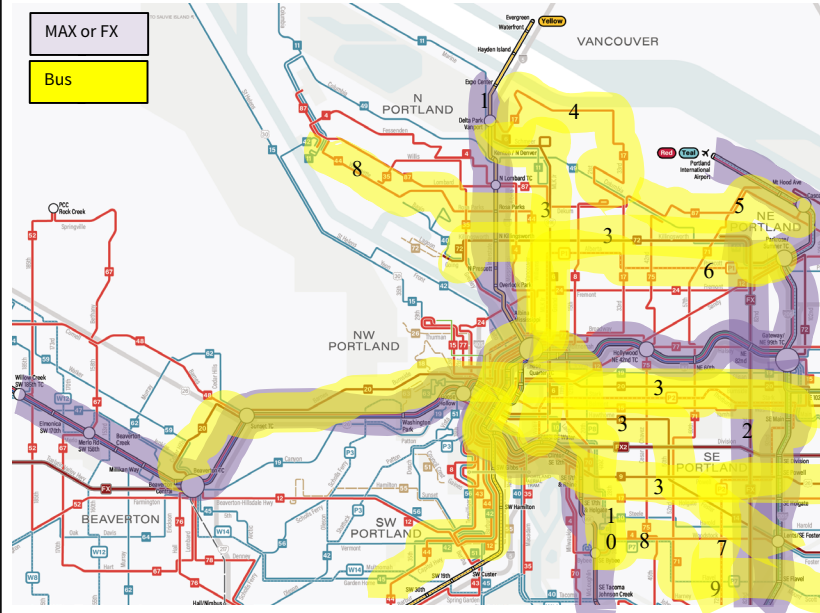
10. New Service on Foster Road to Happy Valley

11. New Service to Blue Lake Park

Central Portland

MAX or FX

Bus



1. Double MAX frequency systemwide and create new "Teal Line" PDX – CTC connection

2. FX on 82nd

3. Better than Frequent Service on Lines 6, 9, 14, 20 and 72-Killingsworth

4. New Frequent Service connection to Delta Park

5. New Frequent Service connections to Airport Industrial Areas

6. New Frequent Service connecting NE Portland to downtown

7. New Frequent Service connecting SE Portland to OMSI via 72nd, Stark

8. New Frequent Service connecting St. Johns to downtown and PCC Sylvania

9. New Service on SE Flavel

10. New Service on SE 20th

FT 2.0 by the Numbers

	Forward Together 1.0	Forward Together 2.0
Weekly revenue hours	49,700 (45,000 bus hours and 4,700 MAX hours)	77,800 (+56%) (70,000 bus hours and 7,800 MAX hours)
FX and Frequent Service lines	22	32
2045 residents within 1/2-mile of Frequent Service	980,000 (46% of all district residents)	1.14 million (54% of all district residents)
2045 jobs reachable in 45 minutes by median resident	47,000	69,000 (+46%)
2045 jobs reachable in 45 minutes by residents living in equity areas	77,000	107,000

Next Steps

- Project is on hold until public outreach in fall 2025 and will be combined with FX plan vision
- In the meantime: interactive map of draft vision available at [this link](https://experience.arcgis.com/experience/b628008128774469992c7ce362dfa4b5/)

<https://experience.arcgis.com/experience/b628008128774469992c7ce362dfa4b5/>

Materials following this page were distributed at the meeting.

July-August traffic deaths in Clackamas, Multnomah and Washington counties*

Elvis Jay Harden, 81, driving , Hwy 47 Tualatin Valley Hwy at Spring Hill Rd., Washington, 7/3
Victor Cortes Rosales, 26, motorcycling, S Central Point Rd. , Clackamas, 7/6
William Ballew, 46 and Tony Luttrell, 40, driving , Hwy 211 Woodburn-Estacada Hwy, Clackamas, 7/6
Jamie Allen Smith, 25, walking, N Columbia Blvd & N Argyle Way, Portland, Multnomah, 7/11
Pablo Franklin Chavez, 35, driving, E Main St., Hillsboro, Washington, 7/14
Marquita Renee Martin, 38, walking, Northeast Portland Hwy., Portland, Multnomah, 7/14
Justin Kenneth Janssens, 35, driving , S Springwater Rd, Clackamas, 7/16
Thomas W. Keough, 36, driving, I-205 ramp at Jantzen Beach/Hayden Island, Portland, Multnomah, 7/18
Jonathan Quade Wolbaum, 23, motorcycling, SE 190TH DR., Gresham, Multnomah, 7/20
Matthew Dorsett, 32 and Claire Elise Kidd Dorsett, 31, motorcycling, Hwy 26 east of Sandy, Clackamas, 7/21
Mai Grace Tankersley, 17, driving, Tile Flat Rd., Beaverton, Washington, 7/25
Malcom T. Braman, 22, and Nicholas P. McGuire, 36, driving, NE 122nd Ave & NE Marx St., Portland, Multnomah, 8/2
Nathan Gregory Vinson, 29, motorcycling, N Portland Rd & N Marine Dr., Portland, Multnomah, 8/7
Injae Christopher Enyart, 28, walking, I-205 ramp, West Linn, Clackamas, 8/8
Jeremy Young, 48, walking, I-84 ramp, Portland, Multnomah, 8/8
Larry Brenner, 81 and Jonathan Brenner, 41, walking, SE Lusted Rd., Clackamas, 8/10
Brookelynn Ashley Dell Fetters, 34, driving, I-84, Multnomah, 8/12
Michael James Hughes Jr., 44, motorcycling, Clackamas Hwy., Clackamas, 8/14
Kurt Jensen, 59, walking, N Columbia Blvd., Portland, Multnomah, 8/15
Bethany Johnson, 41, walking, SW Ankeny/SW First Ave., Portland, Multnomah, 8/16
Unidentified, driving, W Powel Blvd., Gresham, Multnomah, 8/20
Unidentified, walking, SE Stark St., Gresham, Multnomah, 8/24
Richard Lee Detherage, 71, motorcycling, Clackamas Hwy, Multnomah, 8/24
Unidentified, walking, NE Fremont St., Portland, Multnomah, 8/25

**Traffic fatalities as of last month's report, from ODOT initial fatal crash report as of 8/29/24, and police and news reports –information is preliminary and subject to change*



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

- **Metro SS4A Project:** Identified city and county high injury corridors using 2017-2021 crash data showing where the highest concentration of serious crashes occur.
- **FHWA:** Sharing a new resource of case studies of Promising Practices to Address Road Safety among People Experiencing Homelessness.
- **Oregon Walks and PCCC Community Project:** Collaborated on the Speed Kills campaign to develop a story map showing the link between travel speed and pedestrian traffic deaths.

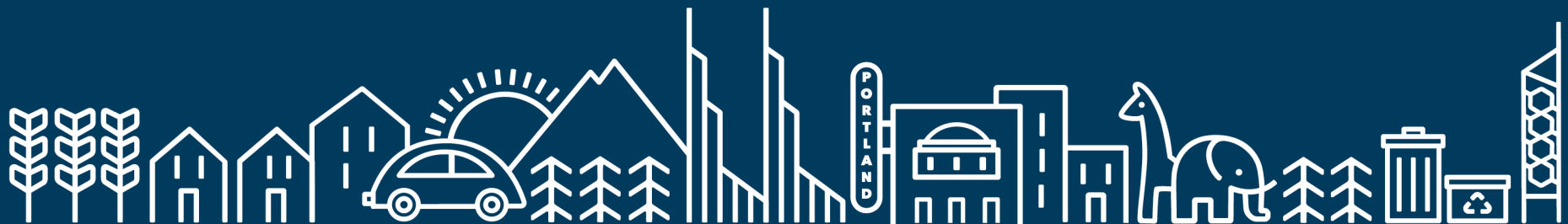
High Injury Corridors

Learn about the city, county and regional high injury corridors and intersections in the greater Portland region

Portland Pedestrian Fatalities

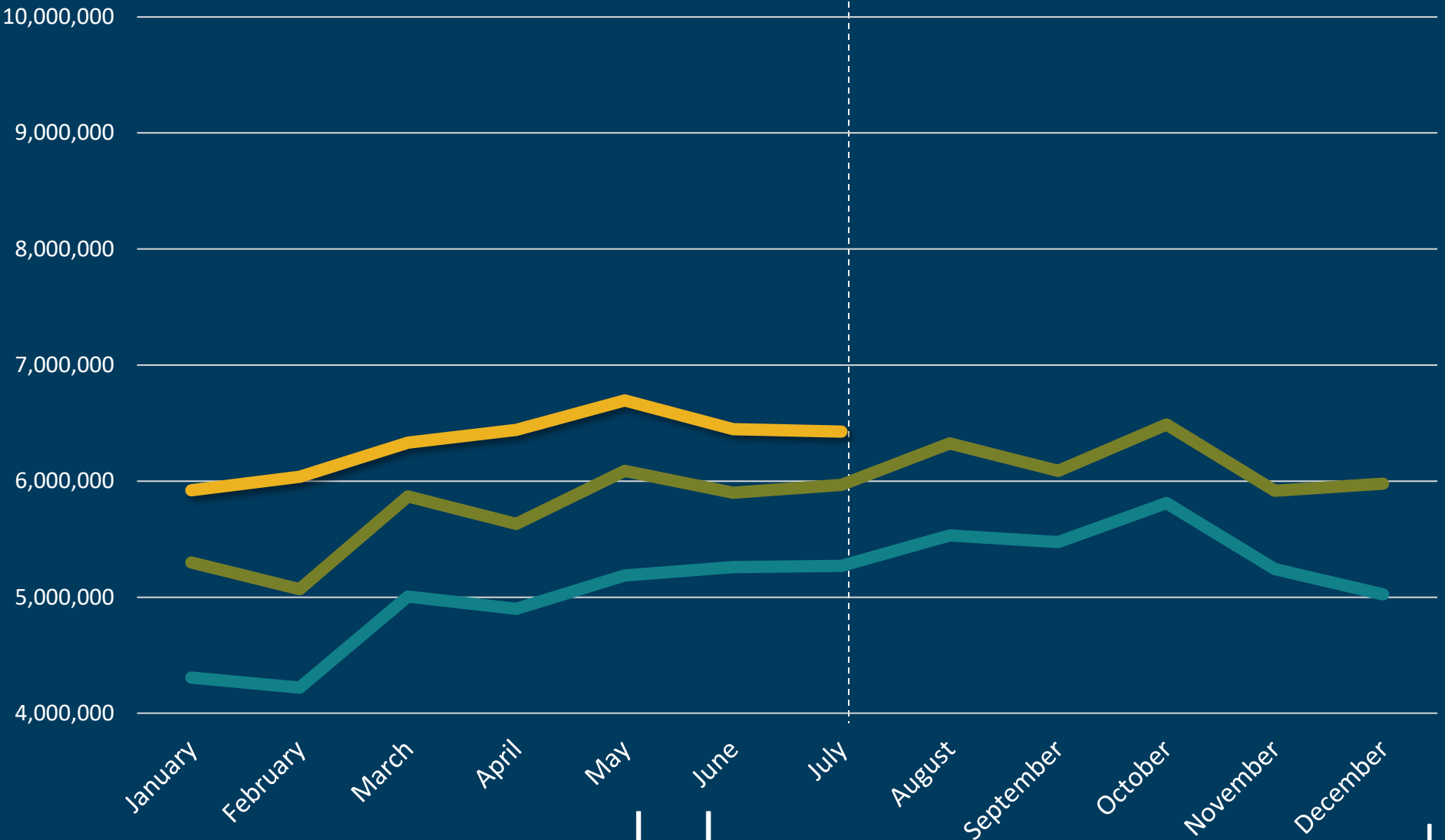
Today in the transit minute...

60
SECONDS



Monthly Transit Ridership (through July)

— 2022 — 2023 — 2024



August Transit News Highlight



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, September 6, 2014
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Principal Transportation Planner
Subject: 28-30 Regional Flexible Fund Step 2 – Summary of Letters of Intent Received

Purpose: To provide TPAC the summary of the letters of intent received for the Step 2 application process.

Background:

As part of the 2028-2030 Regional Flexible Fund Step 2 allocation, a pre-application period was held from August 12 – August 23, 2024. During the pre-application period, eligible entities interested in applying for Step 2 Regional Flexible Funds were asked to submit a Letter of Intent to Apply. The Letter of Intent was to include potential projects in which the eligible entity would submit an application. The potential project identified in the Letter of Intent is non-binding, meaning that the eligible entity is not required to submit an application for each project listed or may submit a project application not included on the list of potential projects in the Letter of Intent.

Step 2 Potential Application Summary:

Included in the attachment is a listing of the potential projects to submit a Step 2 application for the Regional Flexible Fund allocation process. In summary:

- Total Requested Regional Flexible Funds: Just under \$232 million
- Total Estimate Cost of Potential Projects: \$353.5 million
- Number of Applications: 40
- Project Development Only Applications: 10

The 2028-2030 Regional Flexible Funds Step 2 Call for Projects opens today (September 6th) and closes on Friday November 15th at 4 p.m. Information can be found on the [2028-2030 Regional Flexible Fund](#) webpage on the Metro website.

Bonne chance (good luck) to all those applying for Step 2.

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
RTP 12123: Downtown Loop Complete Street: Hall Boulevard - 3rd to 5th	City of Beaverton	Washington County	\$12,000,000	\$10,767,600	Construct complete street on Hall Blvd between 3rd Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks. [Note: Federal Community Project Funding will complete Hall Blvd: 1st to 3rd]	No
RTP 12122: Downtown Loop complete Street: Watson Ave - 1st to 5th	City of Beaverton	Washington County	\$16,555,000	\$14,854,802	Construct complete street on Watson Blvd between 1st Street and 5th Street, with Wider sidewalks, protected bike lanes, street trees, new signals, and marked crosswalks.	No
RTP 12129: Mckernan Creek Parkway: Siler Ridge Lane to Kemmer Road	City of Beaverton	Washington County	\$3,580,000	\$3,212,334	Design new collector street in Cooper mountain area with separated bike and pedestrian facilities. Design bridge/culvert crossing to protect Mckernan Creek natural resources area and provide connectivity to street and trail networks.	Yes
Trolley Trail Bridge	City of Gladston	Clackamas County	\$10,500,000	\$8,000,000	Construction Funds for the Trolley Trail Bridge Replacement Project.	No
Division Complete Street – GFT to Birdsdales	City of Gresham	Multnomah County	\$4,100,000	\$3,678,930	Construct both sides of Division Street with a sidewalk and bicycle lane or multi-use path from Gresham-Fairview Trail to Birdsdales Avenue.	No
Halsey Complete Street –192nd to 201st	City of Gresham	Multnomah County	\$9,400,000	\$8,433,860	Construct both sides of Halsey Street with sidewalks and bicycle lane from 192nd to 201st.	No
Gresham-Fairview Trail Phase 5	City of Gresham	Multnomah County	\$1,000,000	\$897,300	Construct a multi-use path along the roadway of 185th to Marine Drive. Design work includes a railroad overpass and the Columbia Slough bridge.	Yes
OR 212/224 Intersection Mobility Project	City of Happy Valley	Clackamas County	\$8,012,200	\$6,512,200	Reconfigure Rock Creek Junction to provide one new eastbound turn lane and one new southbound receiving lane. The project will also construct dedicated bike/ped facilities on the southside of OR 212, shifting vulnerable users out of the road shoulder.	No
162nd Ave Extension South: Phase 2	City of Happy Valley	Clackamas County	\$32,619,600	\$16,979,600	The Project will provide a 2 to 3-lane roadway with continuous left turn lane, sidewalks, and bike lanes. Project will improve safety on a High Injury Corridor, linking high density residential areas and public schools to the industrial employment area. Project is RTP Project 11346.	No
^LRV Cloud Connectivity Project	City of Hillsboro	Washington County	\$2,950,000	\$2,360,000	Equip all TriMet LRVs with advanced GPS and TSP technology to allow system-wide advanced detection, signal control and predicted arrival times.	No
^Smart 185	City of Hillsboro	Washington County	\$3,200,000	\$2,950,000	Construct an AI-powered interconnected traffic signal control system and better bus project on 185th Ave corridor.	No
Hillsboro Transit Center	City of Hillsboro	Washington County	\$2,100,000	\$1,800,000	Complete Project Development and Final Design phases of the Hillsboro Transit Centerexpansion project.	Yes
Westside Trail Segment One	City of King City	Washington County	\$7,000,000	\$7,400,000	This project will include an approximately .8-mile stretch of paved bike/ped pathway north-south between SW Beef Bend Rd and the Tualatin River, as well as 3 street connections for neighborhood and city collector streets as defined in the City's Transportation System Plan.	No
*Improvements to SW 137th Ave between SW Fischer Rd corridor	City of King City	Washington County	\$3,300,000	\$3,300,000	Improvements to be made on SW 137th Ave to bring the street to City standards, including sidewalks and bicycle lane.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
Lakeview Boulevard project	City of Lake Oswego	Clackamas County	\$750,000	\$672,975	Project development for the widening of Lakeview Blvd for 3,500 feet to provide two 14-foot shared-use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb.	Yes
Railroad Avenue Capacity Improvements	City of Milwaukie	Clackamas County	\$10,136,000	\$1,819,000	Develop and construct multiuse path for pedestrians and road improvements to extend bus service to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas.	Yes
W Burnside St. MultiModal Improvements	City of Portland	City of Portland	\$8,200,000	\$7,357,860	Intersection redesign, repaving, depaving, protected bike lanes, and signal rebuild at Burnside/Broadway and down Broadway one block to Ankeny/Pine. Signalized crossing for pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food carts, Darcelle park/plaza, etc.	No
Red Electric Trail Western Segment	City of Portland	City of Portland	\$9,000,000	\$8,075,700	Construct segment of Red Electric Trail, a multi-use path connecting Alpenrose to SW Cameron Road. Partner with Portland Parks and Recreation on development and delivery.	No
NE MLK Jr Blvd Safety and Access to Transit, Phase 2	City of Portland	City of Portland	\$8,144,370	\$7,307,944	New enhanced crossings and safety and multimodal improvements at existing signalized intersections along the northern end of MLK Jr Blvd (NE Hancock to NE Lombard St) to improve safety for people walking, crossing, and accessing transit along this corridor.	No
NE 82nd Ave Multimodal Access: NE Prescott St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Construct bike and pedestrian improvements from NE 72nd to I-205 Multi-use path, and enhanced crossings at key intersections to improve access to 82nd Ave and connect to I-205 Multi-use path.	No
NE 82nd Ave Multimodal Access: NE Glisan St.	City of Portland	City of Portland	\$8,000,000	\$7,178,400	Reorganize travel lanes, construct bike lanes, build more signalized crossings at key intersections to improve access to 82nd Ave.	No
Outer Halsey ITS Signal Improvements	City of Portland	City of Portland	\$4,000,186	\$3,589,370	Implement Speed Management, Freight Signal Priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing from NE Jonesmore St (82nd Ave) to 148th Ave. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals along the corridor will be ready for implementation of next generation transit signal priority timing.	No
Cedar Creek Trail	City of Sherwood	Washington County	\$9,700,000	\$8,703,810	Regional trail between 99W and SW Roy Rogers Rd.	No
Oregon Street Improvements	City of Sherwood	Washington County	\$8,400,000	\$7,621,320	Widening of substandard road to collector standards including multi-use path.	No
North Dakota Street (Fanno Creek) Bridge Replacement	City of Tigard	Washington County	\$22,270,679	\$16,630,000	This project will replace the existing bridge with a new bridge wide enough to accommodate pedestrians and cyclists (on both sides) along with motor vehicles. The bridge will also fulfill environmental regulation requirements in the design.	No
Hunziker St Sidewalks	City of Tigard	Washington County	\$4,900,000	\$4,000,000	This project will add sidewalk and bike lanes on the north side of Hunziker from the end of the current sidewalk (near 7585 Hunziker) to 72nd Ave.	No
Tiedeman Ave Complete Street, Segment 1	City of Tigard	Washington County	\$9,442,781	\$8,400,000	This project will build a complete street with shared use paths on both sides from Walnut St to the Fanno Creek Bridge.	No

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
*SE Oak Grove Blvd RTP # 11504 TSP # 1069	Clackamas County	Clackamas County	\$3,049,000	\$2,735,868	Fill gaps in pedways and bikeways between SE Rupert Dr. and SE East Ave.	No
SE Concord RTP # 11501 TSP # 1062	Clackamas County	Clackamas County	\$6,500,000	\$5,832,450	Fill gaps in bike and ped facilities as necessary between SE Harold and Oatfield Rd.	No
Clackamas Industrial Area Bike/Ped Improvements (TSAP) RTP # 11772 TSP # 2005, 3000, 3015	Clackamas County	Clackamas County	\$4,556,000	\$4,088,099	Improve intersection of 106th and OR 212, and Jennifer Drive and 122nd Ave to facilitate bike and pedestrian safety per county adopted TSAP and provide ADA accessibility improvements as needed. Also improve intersection geometry to facilitate truck access to industrial park. Add pedestrian facilities from 82nd Dr. to 135th Ave as necessary.	No
SE Clackamas Rd RTP # 11506 TSP # 1076, 2020	Clackamas County	Clackamas County	\$8,786,000	\$7,883,678	Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed between SE Johnson Rd and SE Webster Rd.	No
97th Ave/Mather Road Complete Street RTP # 11522 TSP # 1011	Clackamas County	Clackamas County	\$5,516,000	\$4,949,507	Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary.	No
233rd Avenue: Completing Multimodal and Safety Gaps in East Multnomah County	Multnomah County	Multnomah County	\$1,000,000	\$897,300	Complete public engagement, safety planning, and develop design safety alternatives needed to effectively pursue future construction funding for complete street gaps along 233rd in Fairview and Wood Village. (RTP # 10388 and 10389)	Yes
Willamette Falls Shared Use Path	Oregon City	Clackamas County	\$14,000,000	\$3,000,000	The Willamette Falls Shared-Use Path is a proposed key active transportation connection in Oregon City between 10th Street and tumwata village. A preferred alternative has been identified in a refinement plan, which consists of a single span structure fully external to the roadway and existing viaduct. Next steps are to refine the concept for the recommended alternative, primarily through a Type, Size, & Location (TS&L) analysis, which will further inform the design and cost estimate.	Yes
McLoughlin Boulevard Streetscape Enhancements (Phase 3)	Oregon City	Clackamas County	\$1,200,000	\$1,076,000	The McLoughlin Boulevard Streetscape Enhancements from McLoughlin Boulevard between 10th Street and tumwata village that improve the experience of people walking and biking the corridor, including wider sidewalks, enhanced crossings, additional landscaping, and new open spaces. These enhancements would complement the proposed Willamette Falls Shared-Use Path, as well as improve connections between the waterfront, the proposed tumwata village, and Oregon City downtown. Next steps are to advance the final design & planning of the streetscape enhancements.	Yes
McLoughlin to Canemah Trail	Oregon City	Clackamas County	\$781,000	\$700,000	Advance the final planning & design of the trail connection for the McLoughlin to Canemah Trail (MCT). A planned shared-use path approximately one-mile in length that will link the Canemah Bluff Natural Area to the McLoughlin Promenade. An alignment feasibility & evaluation report was completed in 2018, identifying a preferred alignment.	Yes

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Project Title	Applicant	Sub-region	Draft Cost Estimate	Funding Request	Brief Description	PD Only
WestsideTrail Pedestrian and Bicycle Bridge	Tualatin Hills PRD	Washington County	\$34,000,000	\$6,000,000	Construction of the Westside Trail Pedestrian and Bicycle Bridge, completing a key trail segment in the extensive Metro Regional Trail system and connect the 25-mile-long Westside Trail over U.S. 26 and linking communities from King City to the City of Portland.	No
Beaverton Creek Trail Merlo Road/158th Improvements (10578)	Washington County	Washington County	\$6,500,000	\$5,830,000	Design and construct a multi-use trail on the south side of Merlo Road between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools and recreation for the Aloha community.	No
Safe Access to Priority Transit Corridors (11468, 12063, 12064)	Washington County	Washington County	\$7,500,000	\$6,729,750	Conduct project development, preliminary/system engineering, design, and construct up to five enhanced bike/ ped crossings including ADA improvements, sidewalk infill, signal upgrades for leadingpedestrian intervals and lowcost transit priority (queue bypass/jump lanes) on priority transit corridors.	No
Project Development 175th Avenue Corridor – SW Condor Lane to SW Kemmer Rd (12179)	Washington County	Washington County	\$2,890,000	\$2,590,000	Evaluate corridor and design project to realign substandard curve and install culvert for wildlife crossing; Improve 3-lane arterial with protected bike, pedestrian facilities, and turn lanes where appropriate. This project supports regional connectivity through the area of the Cooper Mountain Community Plan.	Yes
Notes: *Applicant indicated the likely project cost estimate once updated will meet the minimum total project cost threshold.						
^Indicates project is a Transportation System Management and Operations (TMSO) project and different consideration for the minimum threshold applied.						

28-30 Regional Flexible Fund Step 2 - Summary of Letters of Intent Received

Summary	Total Estimated Project Cost	Total Requested Step Regional Flexible Funds	Total Number of Applications
Totals:	\$323,538,816	\$231,994,057	40
Sub-Region			
Clackamas County	\$106,405,800	\$64,249,377	13
East Multnomah County	\$15,500,000	\$13,907,390	4
Washington County	\$156,288,460	\$113,149,616	17
City of Portland	\$45,344,556	\$40,688,274	6



Metro



Regional Transportation Plan Implementation

September 6, 2024

Transportation Policy Alternatives Committee

Regional Transportation Plan

- Blueprint that guides transportation planning and investment
- Identifies current and future needs
- Plan covers 25 year window (updated every 5 years)
- Required both federally and by the state



Multiple Levels of Coordination and Governance

The RTP is just one piece on the continuum of coordinated land use and transportation planning.

The state and individual jurisdictions also have adopted plans that directly influence or are influenced by the RTP.



Transportation Planning Rule (TPR)

The Transportation Planning Rule (TPR) provided in OAR 660-012, provides local (and regional) jurisdictions guidance on transportation planning in Oregon.



Transportation System Plans (TSPs)

Cities and counties build Transportation System Plans (TSPs) to address local transportation needs and challenges. These plans are guided by the statewide planning goals, Transportation Planning Rule, Oregon Transportation Plan, and the RTP.



City of Hillsboro

Transportation
System Plan Update



Prepared for
City of Hillsboro

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS
January 2004

Climate Friendly and Equitable Communities

- Applies to regions with populations over 50,000
- 2-year rulemaking process
- Areas of focus include:
 - Parking reform
 - Equitable engagement
 - Climate Friendly Areas
 - Performance



Regional Transportation Functional Plan

- Directs local implementation of the RTP
- Last updated in 2012
- Next update anticipated to begin in 2025
- Will provide interpretive guidance for new elements of RTP



Metro Role in Supporting Local TSPs

- Local TSPs are required to demonstrate **substantial compliance** with the RTFP to be deemed consistent with the RTP
- All jurisdictions currently comply with the RTFP
- No deadlines for TSP updates



Historic TSP Support Methods

- TSP Liaison Program
- Participation on local TSP committees
- Metro maps & data
- Trainings & workshops
- Fact sheets
- Providing letters of support

Planning for pedestrians

2014

REGIONAL TRANSPORTATION PLAN
www.oregonmetro.gov/rtp

RTP FACT SHEETS: ONE IN A SERIES

The 2014 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.

 Metro | Making a great place

Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Walking – the primary transportation mode

Successful communities across America are increasingly defined by their walkability. Everyone is a pedestrian, but too often walking is not a safe and convenient option for getting to work or school or meeting daily travel needs. Walking, however, contributes to a healthy lifestyle and supports vibrant local economies.

As a primary mode of travel that serves short trips and supports other travel options, walking should be accessible, safe and enjoyable for everyone.

The combination of well-maintained and illuminated sidewalks of appropriate width, curb ramps, well-marked and protected street crossings, and streetscape amenities including benches, landscaping and wide planting strips make walking an appealing, convenient and safe mode of travel. On-street facilities can be supplemented with trails and separate sidewalk connections to provide direct and pleasant connections for pedestrians. A well-connected, high-quality pedestrian environment encourages walking by providing safe and convenient access to nearby destinations.

Regional pedestrian policies, network concepts, network maps and functional classifications were updated in the RTP through the development of the 2014 Regional Active Transportation Plan (ATP).



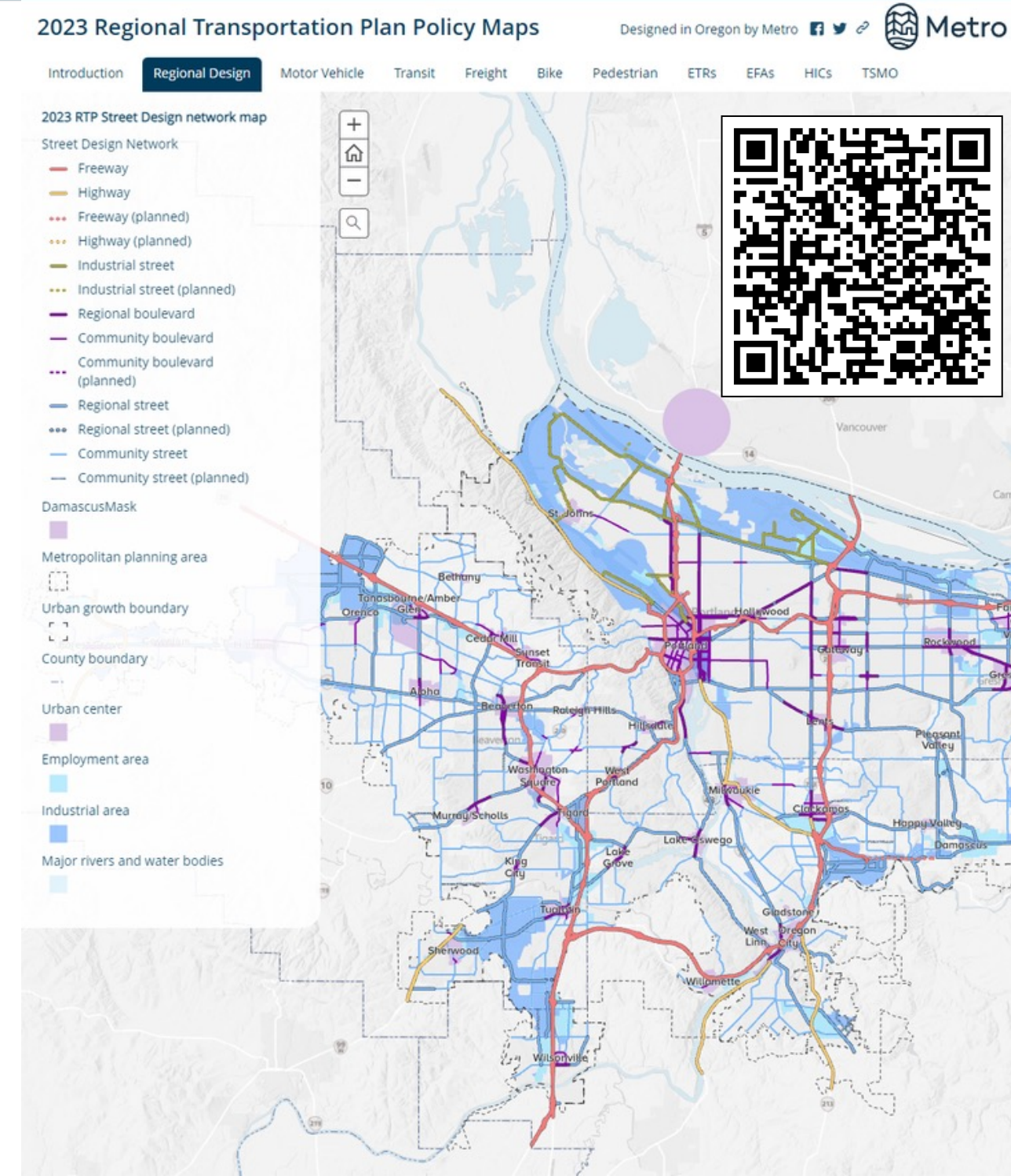
A pedestrian crossing in downtown Milwaukie, Oregon, demonstrates a high quality pedestrian environment.

Five policies form the RTP pedestrian network vision

1. Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.
2. Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.
3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities
4. Improve pedestrian access to transit
5. Ensure that the regional pedestrian network equitably serves all people.

Emerging TSP Support Methods and Next Steps

- Local Liaison Program Reboot
- RTP/RTFP/TPR Crosswalk
- Metro guidance on specific topics
- Updates to online maps and data
- Expanded project list data
- Metro TSP Office Hours
- TSP Coordinating Committee
- TSP support survey



Discussion and feedback

- What questions do you have?
- What do you need to support you in your transportation system planning work?

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