



Memo

Date: March 23, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds one new ODOT project. The project is a project grouping bucket (PGB) containing approved Carbon funding to be committed to later approved signal system upgrade projects.

What is the requested action?

JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.

A summary of the project is included below:

- **Key 23546 - Portland & Surrounding Areas Signal System:**
 - Lead Agency: ODOT
 - Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.
 - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
 - Added Notes:
 - Key 23546 is authorized a total of \$896,672 of ODOT approved federal Carbon funds.
 - The federal minimum match is 10.27% which result in a project total programming amount of \$999,300.

- The federal funds originate from an existing statewide Carbon PGB in Key 23087. \$896,672 of Carbon funds (plus match) are being split off of Key 23087 and re-programmed to a Region 1 (within the Metro MPA boundary) signal intersections system upgrade bucket.
- Attachment 1 contains a more detailed description and locations for the final authorized signal upgrades within the project grouping bucket.

Most Recent Approved Amendment	
Amendment No: 21-24-2789	Approval Date: 12/16/2022
Requested Action: Add new project, using PROTECT planning program funds.	

Name: Carbon Reduction Program; Small Urban and Rural 22-24		Key: 23087
Description: Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.		Region: 6
MPO: Non-MPO	Work Type: OP-CARBON	
Applicant: ODOT	Status: BUCKET OF FUNDS	

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

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

Footnote:

Most Recent Approved Amendment	
Amendment No: 24-27-0708	Approval Date: 1/12/2024
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.	

○ ODOT Carbon Program:

- The Oregon Transportation Commission approved ODOT's Carbon Reduction Program (CRP) last September 14, 2023. ODOT's CRP outlines the carbon reduction goals and outcomes the funding will provide.




AUGUST 2023

- From the Executive Summary:

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy

every four years. The Bipartisan Infrastructure Law requires carbon reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with the Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT

conducted an internal project selection process for the Statewide funding.

TPAC March 1, 2024 Meeting Summary:

TPAC received their official MTIP amendment notification on March 1, 2024. Ken Lobeck provided an overview of the amendment bundle contents and a brief overview of how some projects are programmed using the project grouping bucket (PGB) logic.

Jamie Lorenzini, representing Clackamas County cities asked if the specific signal intersection locations have been identified. She added that the project name seemed a little vague and if more details are available. Ken Lobeck, Metro staff, answered that at the time programming submission, the specific locations had not been defined and provided as part of the programming submission. Neelam Dora, ODOT clarified this stating that specific corridors now have been identified along with the target intersections. She described that the funding will various traffic signal upgrades and provided a few examples.

With no further discussion, TPAC provide an unanimous approval recommendation to JPACT to approve Resolution 24-5395 to add the new ODOT Signal System upgrade project.

Added Note: After the MTIP amendment item, Ken Lobeck contacted the ODOT Region 1 STIP Coordinator and requested a project location list confirmation. Per the Region 1 STIP Coordinator, the below locations are currently identified as the target site locations for the Carbon funding in the project grouping bucket.

Target locations include:

- Tualatin Valley Hwy between 20th Ave and 26th Ave
- SW 72nd Ave at OR217 interchange
- Tualatin Valley Hwy downtown Hillsboro
- Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St
- Pacific Hwy between SW 64th Ave and SW Fischer Rd.

JPACT March 21, 2024 Meeting Summary:

The March FFY 2024 Formal MTIP Amendment under Resolution 24-5395 was included on the JPACT Consent Calendar. JPACT members moved and unanimously approved the Consent Calendar without discussion.

Added Notes: Between the TPAC March 1st meeting and the JPACT meeting, follow-on questions emerged about the signal upgrade locations. The initial list noted above has been expanded to seven locations. They include the following:

1. **Tualatin Valley Hwy (OR8) #029 – 3 signals between 20th Ave and 26th Ave** (MP 15.72-16.06) *Sherwood, Washington County*
2. **SW 72nd Ave #144 – 3 signals at OR217 interchange (MP 6.59-6.74)** *Tigard, Washington County*

3. **Tualatin Valley Hwy (OR8) #029 – 13 signals at downtown Hillsboro couplet (MP 12.69-13.92)** *Hillsboro, Washington County*
4. **Beaverton-Tualatin Hwy (OR141) #141 – 6 signals between SW Hunziker Rd and SW Sattler St (MP 5.25-6.66)** *Tigard, Washington County*
5. **Pacific Hwy (OR99W) #091 – 22 signals between SW 64th Ave and SW Fischer Rd (MP 7.56-11.92)** *Tigard, Washington & Multnomah Counties*
6. **Pacific Hwy (OR99W) #091 – 5 signals between SW Langer Farms Pkwy and SW Sunset Blvd (MP 14.67-16.67)** *Sherwood, Washington County*
7. **Clackamas Hwy (OR212/224) #171 – 10 signals between I-205 SB ramp and Rock Creek Junction (MP 4.89-8.20)** *Happy Valley, Clackamas County*

Additional descriptive details about the seven locations are now included as Attachment 1 to the staff report. Final note: The use of project grouping buckets allows flexibility with the final approved projects within the bucket. The number of projects and locations can change within the bucket prior to the construction. This is normal and expected when project grouping buckets are utilized. They were specifically authorized to help minimize small and individual project MTIP and STIP programming requirements along with ongoing nickel-and-dime amendments. The overall purpose of the project grouping bucket is to provide additional flexibility in the delivery process without the MTIP and STIP becoming a barrier to the delivery process.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.

- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2024 Formal MTIP amendment (MR24-06-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 23, 2024
• Initiate the required 30-day public notification process.....	February 27, 2024
• TPAC notification and approval recommendation.....	March 1, 2024
• JPACT approval and recommendation to Council.....	March 21, 2024
• Completion of public notification process.....	March 27, 2024
• Metro Council approval.....	April 11, 2024

Notes:

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 17, 2024
• USDOT clarification and final amendment approval.....	Mid-May 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

2. Legal Antecedents:

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the final selected projects to be awarded the Carbon funds from this PGB. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
 4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The Carbon funds belong to ODOT and do not impact Metro's Carbon fund allocation.

RECOMMENDED ACTION:

JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.

One Attachment: Key 23546 – Summary Locations and Descriptions