

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 7, 2022
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2022 MTIP Formal Amendment & Resolution 22-5241 Approval Request (Regular Bundle)

FORMAL AMENDMENT STAFF REPORT

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

BACKGROUND

What This Is:

The January 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle which is contained in Resolution 22-5241 and being processed under MTIP Amendment JA22-07-JAN2. The bundle contains a total of twelve project amendments.

What is the requested action?

TPAC received their amendment overview notification on January 7, 2022, and now recommends approval for JPACT to approve Resolution 22-5241 consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

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

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

End SFY 23 UPWP Project Amendment List

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

AMENDMENT BUNDLE SUMMARY:

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

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

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

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

January 2022 MTIP FORMAL AMENDMENT REGULAR BUNDLE PREVIEW

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

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

TPAC January 7, 2022 Meeting Summary:

TPAC members received their amendment notification and overview of the proposed changes for the included projects. Discussion included why the UPWP STBG funded projects are being advanced and their impact upon the annual UPWP budget, and if the STBG will be combined into the UPWP Master Agreement list of projects. Ken Lobeck also covered the four new projects being added to the MTIP and why federal process requires them to be included. There was no discussion on the amendment bundle and no public testimony provided. TPAC unanimously recommended approval for JPACT approval of the January 2022 Regular Formal MTIP Amendment under MTIP amendment number JA22-07-JAN2.

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

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

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

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

Project 2		Regional MPO Planning (2021)	
Lead Agency:	Metro		
ODOT Key Number:	20877	MTIP ID Number:	70872
Projects Description:	Project Snapshot:		
	• <u>Quick Amendment Summary:</u> The amendment advances the project funds from FFY 2025 to FFY 2022 and combines them into Key 21839 to be part of Metro SFY 23 UPWP.		
	• <u>Metro UPWP Project:</u> Yes		
	• <u>Proposed improvements:</u> Key 20877 represents unobligated STBG and matching funds from last year’s UPWP SFY 2022 cycle. The funds are now being committed to support various planning activities for the SFY 23 UPWP.		
	• <u>Source:</u> Existing project.		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies.																																																				
	<ul style="list-style-type: none"> • Regional Significance Status: The project is considered a regionally significant planning project as it contains federal funds, focuses on regional goals and system improvements as defined in the RTP. • Amendment ID and Approval Estimates: <ul style="list-style-type: none"> ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February, 10 2022. 																																																				
What is changing?	<p>AMENDMENT ACTION: ADVANCE FUNDS</p> <p>Key 22163 is Metro’s Transit-Oriented Development Program strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. The program funding is being advanced from FFY 2025 to FFY 2022 as art of the overall SFY 23 UPWP development.</p> <p>The core program activity is providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, and provides technical assistance to communities and developers.</p>																																																				
Additional Details:	<p>Since 1998, \$35,530,541 in TOD Program Investments have yielded \$1.19 billion in housing, office space, and retail served by high quality transit.</p> <p>Completed TOD projects</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Project Name</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>Piedmont Terrace Center Commons</td> </tr> <tr> <td>2001</td> <td>Central Point</td> </tr> <tr> <td>2002</td> <td>Candlestick Park I and II Commons</td> </tr> <tr> <td>2004</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2006</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2007</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2008</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2009</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2010</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2011</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2012</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2013</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2014</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2015</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2016</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2017</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2018</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2019</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2020</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2021</td> <td>San Francisco Northside Commons</td> </tr> <tr> <td>2022</td> <td>San Francisco Northside Commons</td> </tr> </tbody> </table> <p>Program accomplishments July 2019 - December 2020 Total</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Housing units</td> <td>1,191,542</td> </tr> <tr> <td>Office space</td> <td>64,386,189 sq ft</td> </tr> <tr> <td>Retail space</td> <td>1,191,542 sq ft</td> </tr> </tbody> </table> <p>Legend</p> <ul style="list-style-type: none"> MAR Light Rail Line Urban growth boundary area TOD program investments Newly opened TOD projects Previously completed TOD projects TOD projects TOD land holdings Area eligible for TOD funding Frequent bus lines Semi-frequent bus lines Station area 	Year	Project Name	2000	Piedmont Terrace Center Commons	2001	Central Point	2002	Candlestick Park I and II Commons	2004	San Francisco Northside Commons	2006	San Francisco Northside Commons	2007	San Francisco Northside Commons	2008	San Francisco Northside Commons	2009	San Francisco Northside Commons	2010	San Francisco Northside Commons	2011	San Francisco Northside Commons	2012	San Francisco Northside Commons	2013	San Francisco Northside Commons	2014	San Francisco Northside Commons	2015	San Francisco Northside Commons	2016	San Francisco Northside Commons	2017	San Francisco Northside Commons	2018	San Francisco Northside Commons	2019	San Francisco Northside Commons	2020	San Francisco Northside Commons	2021	San Francisco Northside Commons	2022	San Francisco Northside Commons	Category	Total	Housing units	1,191,542	Office space	64,386,189 sq ft	Retail space	1,191,542 sq ft
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Why a Formal amendment is required?	Advancing a project from a fiscal non-constrained year to a constrained year in the MTIP impacts the fiscal constraint finding and requires a formal amendment to complete																																																				
Total Programmed Amount:	Key 22163 retains its full programming in FFY 2022 with \$3,495,507 of STBG and \$400,076 of matching funds for a total of \$3,895,583																																																				
Added Notes:																																																					

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

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

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

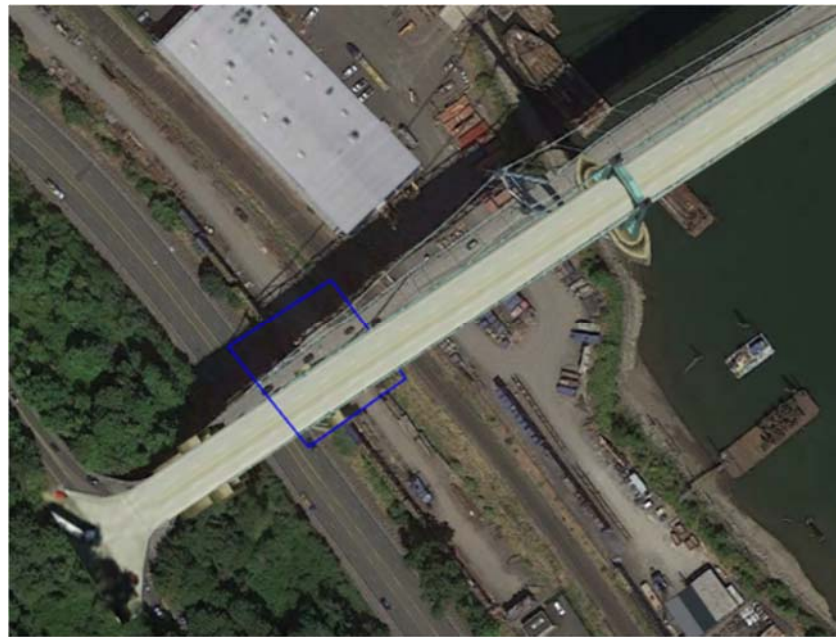
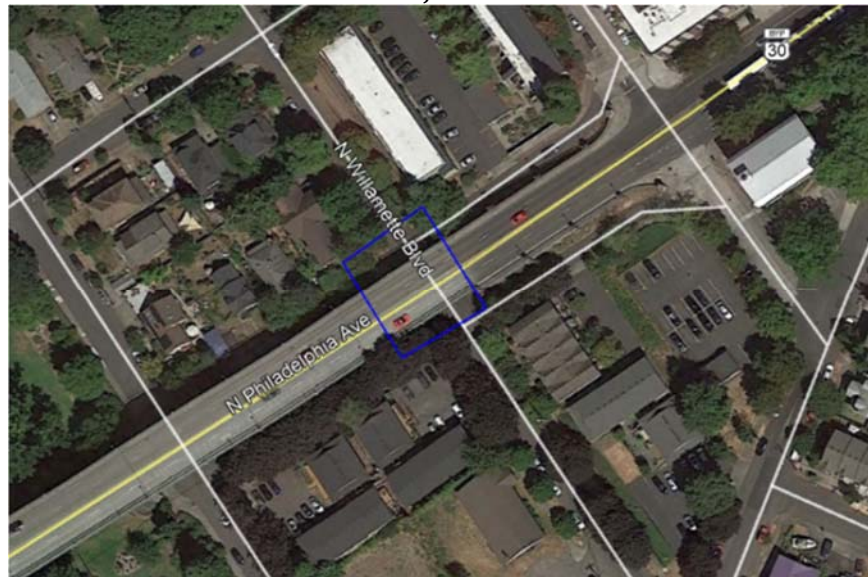
Project 9	Willamette River: Stormwater Source Control Improvements (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22552	MTIP ID Number:	New TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Quick Amendment Summary: The amendment adds ODOT's Willamette River: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

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

Fremont



St Johns



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

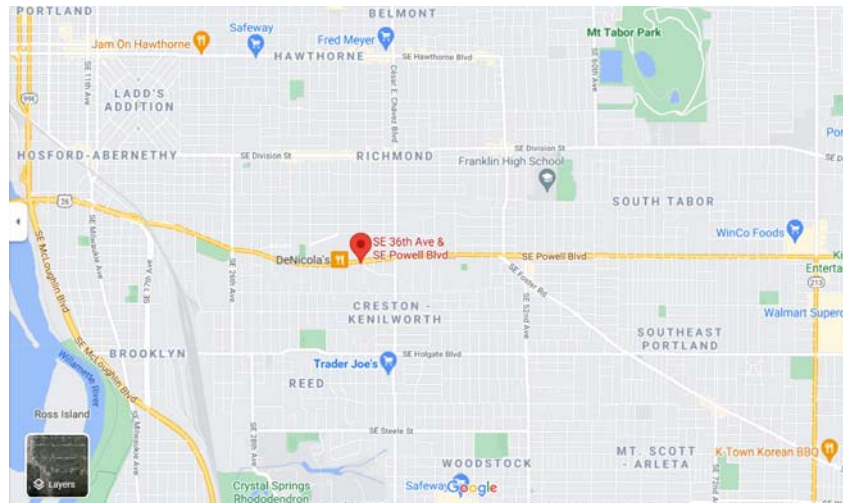
	<ul style="list-style-type: none"> ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February 10, 2022.
	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new project's PE and ROW phase to the 2021-26 MTIP.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

Project 10		US26: SE Powell Blvd & SE 36th Ave (New Project)	
Lead Agency:	ODOT		
ODOT Key Number:	22551	MTIP ID Number:	TBD


Projects Description:

Project Snapshot:

- **Quick Amendment Summary:** The amendment adds ODOT's new safety improvement project on US26 (Powell Blvd at SE 36th Ave) to the 2021-26 MTIP
- **Metro UPWP Project:** No
- **Proposed improvements:**
Key 22551 will design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety.
- **Source:** New project.
- **Amendment Action:** Adds the new safety project to the 2021-26 MTIP.
- **Additional Amendment Evaluation Required:** No.
The project does not add motor vehicle through lane capacity and is considered exempt for air quality and transportation modeling analysis. Additionally, the project cost does not exceed \$100 million.
- **Funding:**
The funding for the project utilizes remaining non-obligated State funds from Key 21315.
- **FTA Conversion Code:** Not applicable. No transit funds are involved.
- **Location, Limits and Mile Posts:**
 - Location: On US26 in southeast Portland
 - Cross Street Limits: At SE 36th Ave
 - Overall Mile Post Limits: MP 2.70 to MP 2.77



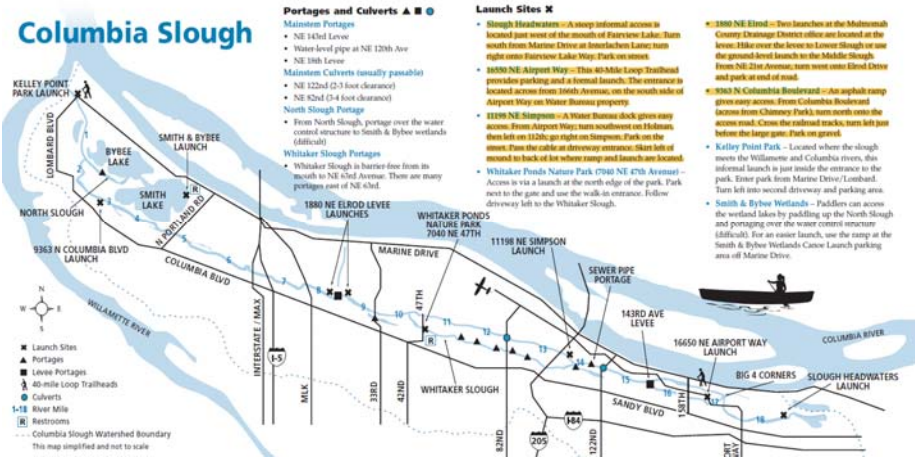
- **Current Status Code:** 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)

	<ul style="list-style-type: none"> • <u>Air Conformity/Capacity Status:</u> Key 22551 is a non-capacity enhancing project. It is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is regionally significant as it contains federal funds and is located on a defined Major Arterial in the Metro Motor Vehicle Modeling Network • <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> ○ STIP Amendment Number: 21-24-1824 ○ MTIP Amendment Number: JA22-07-JAN2 ○ OTC approval required: No. ○ Metro approval date: Tentatively scheduled for February 10, 2022.
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT</u></p> <p>The formal amendment adds the new project utilizing State funds to the 2021-26 MTIP. The location situated along SE Powell corridor includes the highly utilized TriMet #9 route. This location was part of the ODOT inner Powell Road Safety Audit and the location of a pedestrian study. The outcome justified merit for adding a new traffic signal at this location. ODOT has received at least 3 "Ask ODOT" inquiries from members of the public advocating for an RRFB at this location. The location just east of this offset intersection is within proximity of a top 5% SPIS site.</p>
Additional Details:	<p>Project Location Views</p> 

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

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

	<div>Oregon Parks and Recreation Department November 17, 2021 Recreational Trails Program (RTP) Project Ranking Non-Motorized Grant Requests \$1,365,686 Available</div> <div><div>Exhibit b) 2021 RTP Non-Motorized Grant Requests</div><table><tr><th>Ranking</th><th>Project Name</th><th>Applicant</th><th>County</th><th>Brief Project Description</th><th>Total Project Cost</th><th>Grant Funds Requested</th></tr><tr><td>8</td><td>Columbia Slough Water Trail Project</td><td>Columbia Slough Watershed Council</td><td>Multnomah</td><td>The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.</td><td>\$ 38,949</td><td>\$ 26,073</td></tr></table></div> <div><ul style="list-style-type: none">• FTA Conversion Code: Not applicable. No transit funds are committed to the project.• Location, Limits and Mile Posts:<ul style="list-style-type: none">○ Location: Northern Portland along the Columbia Slough area○ Cross Street Limits: N/A○ Overall Mile Post Limits: N/A• Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)• Air Conformity/Capacity Status: The project is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and pedestrian facilities.• Regional Significance Status: Yes. The project is not regionally significant. MTIP and STIP programming are occurring due to FHWA's FMIS obligation requirements for the project.• Amendment ID and Approval Estimates:<ul style="list-style-type: none">○ STIP Amendment Number: 21-24-1414○ MTIP Amendment Number: JN22-07-JAN2○ OTC approval required: No.○ Metro approval date: Tentatively scheduled for February 10, 2022.</div>	Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested	8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073
Ranking	Project Name	Applicant	County	Brief Project Description	Total Project Cost	Grant Funds Requested									
8	Columbia Slough Water Trail Project	Columbia Slough Watershed Council	Multnomah	The Council will create a print and interactive online paddlers guide to launch sites and water trail conditions along the Columbia Slough as a way to increase access, recreation, and a deeper connection to the Slough.	\$ 38,949	\$ 26,073									
<div>What is changing?</div>	<div>AMENDMENT ACTION: ADD NEW PROJECT</div> <div>The formal amendment adds the new Oregon Parks and Recreation Department discretionary Recreational Trails Program (RTP) grant award for the Columbia Slough Watershed Council.</div> <div>The Recreational Trails Program (RTP) is a federal aid assistance program administered by the U.S. Department of Transportation, Federal Highway Administration (FHWA). Funds are appropriated out of the Highway Trust Fund and represent fuel tax attributed to non-highway recreational use. Funds pass through ODOT and are administered by OPRD. RTP funds are awarded to projects that develop and enhance public recreational trails for both motorized and non-</div>														

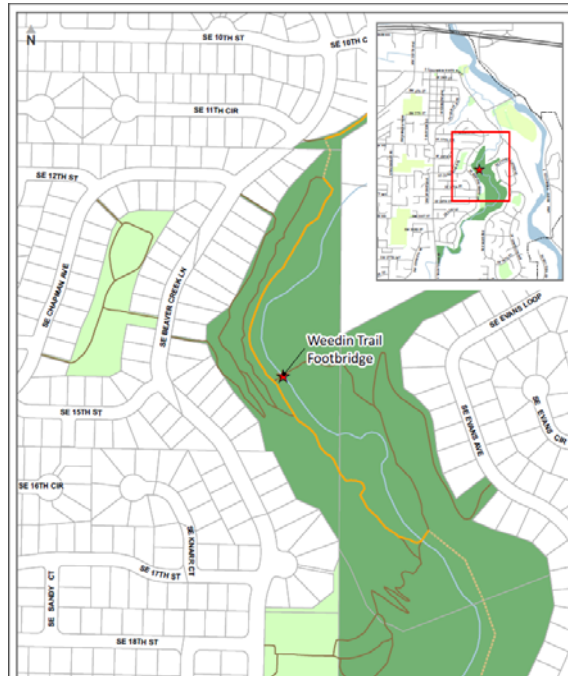
	<p>motorized uses</p> <p>The Columbia Slough Watershed Council will create a print and interactive online paddlers guide to launch sites and water trail conditions that will contain access the water body, safety information of water-body obstructions, a map of water trail sites, site amenities, driving instructions, local boat rental facilities, and applicable regulatory guidance.</p>
Additional Details:	 <p>Columbia Slough</p> <p>Portages and Culverts ▲ ■ ●</p> <p>Mainstem Portages</p> <ul style="list-style-type: none"> NE 14th Levee Water level pipe at NE 12th Ave NE 10th Levee Mainstem Culverts (usually passable) NE 122nd (2-3 foot clearance) NE 82nd (3-4 foot clearance) <p>North Slough Portage</p> <ul style="list-style-type: none"> From North Slough portage over the water control structure to Smith & Bybee wetlands (400ft) <p>Whittaker Slough Portage</p> <ul style="list-style-type: none"> Whittaker Slough is barrier free from its mouth to NE 47th Avenue. There are many portages east of NE 47th. <p>Launch Sites ✖</p> <ul style="list-style-type: none"> Slough Headwaters - A steep informal access is located just west of the mouth of Fairview Lake. Run north from Marine Drive at Interlocken Lakes, turn right onto Fairview Lake Way. Park on street. 16000 NE Airport Way - This 40-Mile Loop Trailhead provides parking and a formal launch. The entrance is located across from Smith Avenue, on the north side of Airport Way on Water Bureau property. 11199 NE Simpson - A Water Bureau dock gives easy access. From Airport Way, turn southwest on Fildem, then left on 122nd, go right on Simpson. Park on the street. From the cable at driveway entrance, hike left of road to back of lot where ramp and launch are located. Whittaker Friends Nature Park (7900 NE 47th Avenue) - Access is via a launch at the north edge of the park. Park next to the gate and use the walk-in entrance. Follow driveway left to the Whittaker Slough. 1800 NE Elrod - Two launches at the Multnomah County Storage District office are located at the levee. Hike over the levee to Lower Slough or use the ground level launch to the Middle Slough from NE 23rd Avenue, turn west onto Elrod Drive and park at end of road. 13000 N Columbia Boulevard - An asphalt ramp gives easy access. From Columbia Boulevard, across from Chimey Park, turn north onto the access road. Cross the railroad tracks, turn left just before the larger gate. Park on gravel. Kelley Point Park - Located where the slough meets the Willamette and Columbia rivers, this informal launch is just inside the entrance to the park. Enter park from Marine Drive/Lombard. Turn left into second driveway and parking area. Smith & Bybee Wetlands - Paddlers can access the wetland lakes by paddling up the North Slough and portaging over the water control structure (difficult). For an easier launch, use the ramp at the Smith & Bybee Wetlands Canoe Launch parking area off Marine Drive. <p>Legend:</p> <ul style="list-style-type: none"> Launch Sites Portages Levee Portages 40-mile Loop Trailheads Culverts 1/4 River Mile Restrooms Columbia Slough Watershed Boundary <p>This map simplified and not to scale.</p>
Why a Formal amendment is required?	Adding a new project to the MTIP requires a formal amendment.
Total Programmed Amount:	The total programmed amount is \$38,949
Added Notes:	N/A

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

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

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

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



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

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

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

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

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

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

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

APPROVAL STEPS AND TIMING

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

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

Notes:

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

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

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

ANALYSIS/INFORMATION

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

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

- b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
- c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
- 3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
- 4. **Metro Budget Impacts:** The amendment action provides a baseline support for STBG inclusion into the SFY 2023 UPWP.

RECOMMENDED ACTION:

TPAC received their amendment overview notification on January 7, 2022, and now recommends approval for JPACT to approve Resolution 22-5241 consisting of twelve projects which will support development of the SFY 2023 UPWP and ensure required federal process and obligation approvals can occur for four new projects being added to the MTIP through this amendment.

No Attachments