

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: September 19, 2022  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: September FFY 2023 MTIP Formal Amendment & Resolution 22-5283 Approval Request

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## **FORMAL AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE REQUIRED PHASE SLIPS AND MAKE REQUIRED CORRECTIONS TO MEET FALL OBLIGATIONS OR FEDERAL APPROVAL STEPS (SP23-01-SEP)**

### **BACKGROUND**

#### **What This Is:**

The September FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle represents the first formal MTIP amendment for FFY 2023. It primarily is a “corrective” and “clean-up” amendment completing required changes or adding projects that will obligate early during FFY 2023, or were above the amendment threshold for administrative modifications and require a formal/full amendment. The amendment bundle contains phase slips, funding changes, new projects, name/description updates and is being processed under MTIP Amendment SP23-01-SEP. The changes/additions need to occur early in FFY 2023 to position them properly for their planned fall phase obligation or next federal approval step which the MTIP and STIP is part of the approval steps. The bundle contains a total of 15 project amendments.

#### **What is the requested action?**

**JPACT approved Resolution 22-5283 consisting of additions or changes to fifteen total projects to the MTIP enabling federal reviews and fund obligations to then occur in early Fall of 2022 and now recommends approval by Metro Council.**

A summary of the projects and amendment actions within the bundle are shown on the next pages.

September FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: SP23-01-SEP Total Number of Projects: 15				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>22609</b> MTIP ID TBD New Project	ODOT	<b>OR8: East Lane (Cornelius)</b> (New Project)	Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.	<b><u>ADD NEW PROJECT:</u></b> The Formal Amendment adds the OTC approved safety project to the MTIP
(#2) ODOT Key # <b>22613</b> MTIP ID TBD New Project	ODOT	<b>Portland Metro and Surrounding Areas Safety Reserve</b>	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<b><u>ADD NEW PROJECT:</u></b> The Formal Amendment adds the OTC approved safety project to the MTIP
(#3) ODOT Key # <b>22645</b> MTIP ID TBD New Project	Multnomah County	<b>Broadway Bridge Deck Replacement</b>	Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)	<b><u>ADD NEW PROJECT:</u></b> The Formal Amendment adds the new project with ODOT Bridge program awarded funding.
(#4) ODOT Key # <b>20874</b> MTIP ID: 70904	SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software	<b><u>ADD FUNDS:</u></b> The amendment increases the authorized 5307 funding for the project.

(#5) ODOT Key # <b>22190</b> MTIP ID: 71134	SMART	SMART Senior and Disabled Program (2022)	Services and Facility Improvements for Elderly and Disabled Customers	<b><u>CANCEL PROJECT:</u></b> Key 22190 is canceled as SMART has traded funds with TriMet. Key 22190 is no longer a project.
(#6) ODOT Key # <b>22191</b> MTIP ID: 71139	SMART	SMART Bus and Bus Facilities (Capital) 2022	<del>Bus and Bus Facility Upgrades</del> <b>Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service</b>	<b><u>FUNDING AND DESCRIPTION:</u></b> Decrease authorize FTA section 5339 funds and expand description per FTA guidance
(#7) ODOT Key # <b>22192</b> MTIP ID: 71144	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	SMART Bus Purchase/PM/ Amenities and Technology 2022	<b><u>INCREASE FUNDING:</u></b> Add approved FTA Section 5307 funds to the project per the updated UZA Apportionment letter
(#8) ODOT Key # <b>22193</b> MTIP ID: 71135	SMART	SMART Senior and Disabled Program (2023)	<del>Services and Facility Improvements for Elderly and Disabled Customers</del> <b>Provides overall ADA &amp; para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</b>	<b><u>DECREASE FUNDING:</u></b> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.

(#9) ODOT Key # <b>22194</b> MTIP ID: 71140	SMART	SMART Bus and Bus Facilities (Capital) 2023	<del>Bus and Bus Facility Upgrades</del> Supports replacement/ rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u><b>SLIP &amp; FUNDING:</b></u> Decrease projected authorized 5339 funds and slip project to FFY 2024
(#10) ODOT Key # <b>22195</b> MTIP ID: 71145	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2023	Maintenance and Bus Fleet Replacement and Software	<u><b>INCREASE FUNDING:</b></u> Add approved FTA Section 5307 funds to the project
(#11) ODOT Key # <b>22196</b> MTIP ID: 71136	SMART	SMART Senior and Disabled Program (2024)	<del>Services and Facility Improvements for Elderly and Disabled Customers</del> Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u><b>DECREASE FUNDING:</b></u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.
(#12) ODOT Key # <b>22198</b> MTIP ID: 71146	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2024	Maintenance and Bus Fleet Replacement and Software	<u><b>INCREASE FUNDING:</b></u> Add approved FTA Section 5307 funds to the project
(#13) ODOT Key # <b>22164</b> MTIP ID: 71103	TriMet	<del>Transit Oriented Development (TOD) program (FFY 2023)</del> Preventive Maintenance Support (FFY 2023)	<del>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 2023 allocation year)</del> Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program	<u><b>SCOPE ADJUSTMENT &amp; ADVANCE:</b></u> The formal amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope based on TriMet's planned use for the STBG funds

			<b>needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district</b>	
(#14) ODOT Key # <b>22181</b> MTIP ID: 71210	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	Capital Maintenance For Bus And Rail <b>to ensure continued service</b>	<b><u>ADD FUNDING:</u></b> Increase authorized 5337 funds based on revised FFY 2023 FTA UZA estimates
(#15) ODOT Key # <b>22184</b> MTIP ID: 71213	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<b><u>ADD FUNDING:</u></b> Increase authorized 5310 funds based on revised FFY 2023 FTA UZA estimates

#### AMENDMENT BUNDLE SUMMARY:

The September FFY 2023 Formal MTIP Amendment bundle involves adding three new projects to the MTIP, canceling one project, and completing required funding, description, and/or other technical corrections. A total of 15 projects are included on the September, SP23-01-SEP1 amendment bundle. All projects in the bundle completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on August 30, 2022 and closed on September 28, 2022.

The included transit projects were reviewed in early summer 2022 with various adjustments being made through administrative modifications. The projects in this bundle reflect required changes that fell outside the amendment matrix for administrative changes. Generally, the project changes triggered a formal amendment were due to the following reasons:

- The change resulted in adding the project to the MTIP.
- The action canceled the project from the MTIP.
- The change updated project costs which:
  - Were above the 30% cost change threshold for transit projects.
  - Were above the 30% cost change threshold for roadway/capital improvement projects with a total project cost between \$1 and 5 million dollars.
  - Were above the 20% cost change threshold for roadway/capital improvement projects with a total project cost above \$5 million.

Most of the required project changes were identified during this past summer and where changes could occur administratively, Metro and ODOT completed the administrative modifications. However, the revised Federal Transit Administration (FTA) Urbanized Zone Area (UZA) apportionment for FFY 2022 was far more significant than anticipated which triggered the formal

amendment for numerous transit projects. The changes for these project are now occurring through this formal amendment.

TPAC September 2, 2022 Meeting Summary:

TPAC members received their MTIP Formal Amendment notification and summary on September 2, 2022. Ken Lobeck, Metro Staff, discussed the need for the amendment and why Metro was starting early for FFY 2023. He also provide a short summary of the changes occurring to the fifteen projects in the amendment bundle.

Chris Deffebach, Washington County asked for clarification about the urbanized zone (UZA) and if this meant Metro now was handling amendment needs for C-Tran. Ken explained that inclusion of the UZA map was informational to help show that FTA formula funds are appropriated in a different fashion from FHWA based funds. He continued that the MTIP amendment responsibilities only include TriMet and SMART.

Tara O'brien, TriMet, asked about future opportunities for TriMet to submit required project amendments and how often would this occur. Ken stated that Metro completes a formal MTIP amendment on a monthly basis and administrative modifications on an ongoing basis as needed. He also stated as part of the Annual Obligation Targets development process (to begin in October 2022 for FFY 2023), Metro will include all FFY 2023 transit projects for TriMet and SMART to review and update if needed to help ensure their FTA Transit Awards Management System (TrAMS) grants move efficiently through FTA's approval process.

With no further questions, TPAC provided a unanimous approval recommendation to JPACT to approve Resolution 22-5283 consisting of additions and changes to fifteen projects to the MTIP which will enable federal reviews and fund obligations to then occur in early Fall of 2022.

JPACT September 15, 2022 Meeting Summary:

The September Formal MTIP Amendment was included as a consent item on the JPACT agenda. The amendment was passed without discussion or comments by JPACT members.

A more detailed overview of each project amendment in the bundle begins below.

Project #1	OR8: East Lane (Cornelius) – New project
<p><b><u>Project Description:</u></b> Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.</p> <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• ODOT Key Number: <b>22609</b></li> <li>• MTIP ID#: New TBD – not yet assigned</li> <li>• RTP ID: 12095</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes</li> <li>• Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements</li> <li>• OTC approval Yes – July 14, 2022 (Approval part of the ODOT annual amendment submission)</li> <li>• Performance Measurements applicable: Yes – Safety</li> </ul>	

- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

### **Description of Changes**

The September FFY 2023 Formal Amendment adds the new project to the MTIP allowing PE and construction to move forward and be obligated during FFY 2023. This is a new project being added to the STIP under ODOT's annual end of federal fiscal year adjustment. Under that ODOT process. Each year ODOT completes a programming reconciliation based on their projection of final available funding against the status of their projects. Necessary adjustments and submission of new projects occur through this process which is referred to as the ODOT Annual Amendment. The Annual amendment consolidates as many changes or new additions through a single STIP amendment request to the Oregon Transportation Commission (OTC).

Based on the review, the new project was added to the ODOT Annual Amendment. See Attachment 1 (OTC Item) that provides additional details for the ODOT Annual Amendment.

### **Support Item(s):**

ODOT Annual Amendment Funding Table

Key Number	Region	Project name	BMP	EMP	Bridge #
20435	1	OR99W: I-5 - McDonald St	7.47	13.74	
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136
22431	1	OR141/OR217 curb ramps	var	var	
22432	1	US30BY curb ramps	var	var	
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var	
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2	
22615	1	Portland metro and surrounding areas safety reserve	var	var	
18271	2	US101 at Asbury Creek	34.7	34.8	01796
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161

Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00
CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN		Fix-It SW Fish Pass	\$7,300,000.00	\$3,400,000.00
	Fish Passage			
PE & CN		Enhance Region 2 Fix-It SW Bridge	\$35,960,436.00	\$50,460,436.00
	Modernization			



- ODOT Key Number: **22613**
- MTIP ID#: New TBD – not yet assigned
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval Yes – July 14, 2022 (Approval part of the ODOT annual amendment submission)
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

### **Description of Changes**

The September FFY 2023 Formal Amendment adds the new project to the MTIP. OTC approved the project for STIP inclusion as part of the FFY 2022 ODOT Annual Amendment. The Safety Reserve funding bucket functions similar to Emergency Relief funding scenarios. The Safety Reserve will support urgent needed safety projects that are time sensitive and safety mitigation is an immediate priority.

As projects are approved, the funding will be split off from the safety reserve and programmed in the MTIP and STIP as individual projects. OTC has allocated \$1 million total from the HB2017 Safety category to support the Region 1 Safety Reserve. OTC approved the Region 1 Safety Reserve on July 22, 2022. See Attachment 1 (OTC Item) that provides additional details for the ODOT Annual Amendment.

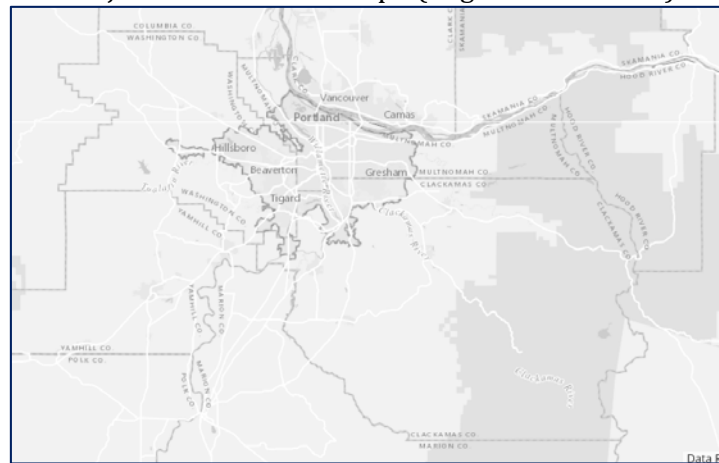
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22609	1	OR 8- East Lane (Cornelius)	15.2	15.2	
22613	1	Portland Metro and surrounding areas safety reserve	var	var	
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Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
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CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN	Fish Passage	Fix-it SW Fish Pass	\$7,300,000.00	\$3,400,000.00

Project Location Area Map - (Regional Locations)



### Project #3 Broadway Bridge Deck Replacement

#### **Project Description:**

Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)

#### Identifications/Key Consistency Check Areas:

- Lead Agency: Multnomah County
- ODOT Key Number: **22645**
- MTIP ID#: New TBD – not yet assigned
- RTP ID: 11902
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes – via ODOT Bridge program award confirmation
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: No – approval from ODOT Bridge program for new funding award
- Performance Measurements applicable: Yes – Bridge

- Special Amendment Performance Assessment Required: No – The project is not capacity enhancing or exceeds \$100 million dollars
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment adds the new project to the MTIP. Multnomah County initiate Preliminary Engineering in FFY 2021 using their local funds. During FFY 2022 the ODOT Bridge Program awarded construction funds for the project. MTIP and STIP programming is now occurring.



The Broadway Bridge was built in 1911-12, with a new approach added in 1927 and an old approach replaced by the City of Portland in 1999-2002. It carries four lanes of automobile traffic and one streetcar line, and is also a popular river crossing for people on bicycles. It was originally painted black, but was repainted to “Golden Gate Red” in 1963.

Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary about 25 times per month, primarily to accommodate grain terminal ships.

The Broadway’s lift span deck is currently made of fiber-reinforced polymer (FRP) structural members. The existing FRP decking on the movable spans is retaining water and the structural beams have begun to fail, resulting in the need for extensive temporary repairs by County maintenance. The deck and supporting beams will be replaced with concrete-filled steel. This is the same type of deck that can currently be seen on the Morrison Bridge.

Multnomah County will also replace the sidewalks on the lift span, existing gears, motor brakes, machinery supports and flooring, and the machinery brakes that help control the movable spans. Just like a car, all our movable bridges need brakes to control the speed at which the bridge closes. We will also be upgrading the electrical system to handle the new machinery. During construction, the streetcar tracks will be removed and put back in place. There will be no change in streetcar operations once the project is complete.

Construction is proposed to begin during Summer of 2023.

**Support Items:**

ODOT Bridge Program LASB Minutes (Funding Award confirmation)

**LABSC Meeting Minutes 04/04/2022**

### Big Bridge Funding

Holly and Michael shared the presentation and spreadsheet for the Big Bridge portion of the Local Bridge Program. Jon led the discussion. Each bridge was reviewed, and Jon shared that the priority for Multnomah County is the Broadway Bridge project that includes the replacement of the FRP deck and machinery for the lift span. The City of Klamath Falls bridge has funding (Key 22042, PE \$271K, CN \$2.5M) which is insufficient. Holly shared there is an estimate for this project from a consultant for \$7.8M, but that is a scoping estimate. Holly suggested that this project should be included in the scoping effort that will take place this summer. Jon suggested using a \$5M placeholder for this bridge project.

The LABSC voted 9-0 to fully fund the first 3 big bridges on the list (Marion County, City of Eugene, Multnomah County Broadway Bridge), and to have the City of Klamath Falls Bridge included in the scoping effort this summer, with a \$5M placeholder for funding.

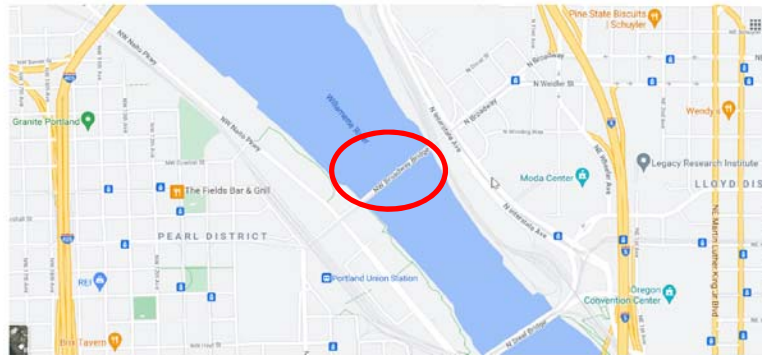
Large Rehab		\$31,024,910 Allocated										102.0% Allocation				(\$625,090) Remaining			
Bridge	Agency	Type	On-Off	Region	SRF	TBF	LDF	UBF	saif (sole	nfs (near	hut (high	tmt	tmt						
05789A	Marion County	Rehab	On - Big	2	34.00	0.00	0.00	23.01	1.00	1.00	1.00	3027	1.30						
40056	City of Eugene	Rehab	On - Big	2	10.40	0.00	0.00	24.80	1.00	1.00	1.41	46253	1.41						
06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41						
06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41						
06757A	Multnomah County	Rehab	On - Big	1	0.00	0.00	0.00	0.00	1.00	1.00	1.00	790	1.20						
03849B	City of Klamath Falls	Rehab	On - Big	4	21.50	5.00	0.00	13.71	1.00	1.00	1.00	3836	1.30						

\$31,650,000 Selected		102.0% Allocation			
BNM	FCM	TRS	Report	Condition	Cost
1.30	1.41	52.40	Rpt.	Fair	\$6,013,000
1.41	1.40	34.84	Rpt.	Fair	\$1,837,000
1.41	1.40	7.72	Rpt.	Fair	\$18,800,000
1.41	1.40	7.72	Rpt.	Fair	\$15,785,000
1.20	1.40	0.00	Rpt.	Poor	\$20,390,000
1.30	1.40	36.59	Rpt.	Fair	\$5,000,000

Construction phase estimated cost -->

### Project Location



### Project #4 SMART Bus Purchase/PM/Amenities and Technology 2021

#### Project Description:

Maintenance and Bus Fleet Replacement and Software

Identifications/Key Consistency Check Areas:

- Lead Agency: SMART
- ODOT Key Number: **20874**

- MTIP ID#: 70904
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

### **Description of Changes**

The September FFY 2023 Formal Amendment increases the authorized FTA section 5307 funding for the project. The cost change is 43% which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

### **Support Items:**

Project Details			Programming History		Current Programming Amounts			
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Federal	Local	Other	Total
<b>FTA 5307 Funds</b>								
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

<b>Project #5</b>	<b>SMART Senior and Disabled Program (2022) (Canceled Project)</b>
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**Project Description:**

Services and Facility Improvements for Elderly and Disabled Customers

**Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22190**
- MTIP ID#: 71134
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: No
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment cancels the project from the MTIP and STIP. As a result of the summer FTA formula fund apportionment updates, SMART has agreed to swap the 5310 funds with TriMet for FTA Section 5307 funds. Key 22190 is being canceled.

**Support Items:**

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
<b>FTA 5310 Funds</b>									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	<del>\$ 41,000</del>	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	<del>\$ 41,000</del>	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	<del>\$ 41,000</del>	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	<del>\$ 41,000</del>	\$ -	\$ -	\$ -	\$ -

**Project #6 SMART Bus and Bus Facilities (Capital) 2022****Project Description:****Bus and Bus Facility Upgrades**

Change to --> **Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service**

**Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22191**
- MTIP ID#: 71139
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5339 funding to the project and slips the project to FFY 2024. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment which is then split among TriMet, SMART, and C-Tran.

**Support Items: FTA Apportionment Funding Update Split**

June 8, 2022  
Linda Gehrke, Regional Administrator  
Federal Transit Administration, Region X  
915 Second Avenue, Suite 3142  
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	616,915	545,101	8,529,714
<b>Total</b>	<b>\$ 59,707,955</b>	<b>\$ 38,199,581</b>	<b>\$ 188,647</b>	<b>\$ 3,716,551</b>	<b>\$ 2,506,810</b>	<b>\$104,319,544</b>

\* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

**Project #7 SMART Bus Purchase/PM/ Amenities and Technology 2022****Project Description:**

Maintenance and Bus Fleet Replacement and Software

**Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22192**
- MTIP ID#: 71144
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment increases the authorized FTA section 5307 funding for the project. The cost change equals a 92% increase which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

**Support Items:****UZA Apportionment Revised Split Letter**

June 8, 2022  
Linda Gehrke, Regional Administrator  
Federal Transit Administration, Region X  
915 Second Avenue, Suite 3142  
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
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SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
<b>Total</b>	<b>\$ 59,707,955</b>	<b>\$ 38,199,581</b>	<b>\$ 188,647</b>	<b>\$ 3,716,551</b>	<b>\$ 2,506,810</b>	<b>\$104,319,544</b>

\* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

**Project #8 SMART Senior and Disabled Program (2023)****Project Description:**~~Services and Facility Improvements for Elderly and Disabled Customers~~**Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.****Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22193**
- MTIP ID#: 71135
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5310 funding to the project. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and fund trade between SMART and TriMet. The et cost change is 36% which is above the 30% threshold and requires a formal/full amendment to complete.

**Support Items: FTA Apportionment and EOY Funding Update Split**

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
<b>FTA 5310 Funds</b>									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ <del>41,000</del>	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ <del>41,000</del>	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ <del>41,000</del>	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ <del>41,000</del>	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ <del>41,000</del>	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ <del>41,000</del>	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
<b>5310 Totals:</b>					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

Project #9

SMART Bus and Bus Facilities (Capital) 2023

Project Description:

Bus and Bus Facility Upgrades

Change to --> Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service

Identifications/Key Consistency Check Areas:

Lead Agency: SMART

ODOT Key Number: 22194

MTIP ID#: 71145

RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance

Proof-of Funding/Fiscal Constraint Demonstrated: Yes

Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements

OTC approval No – not applicable

Performance Measurements applicable: Yes – Transit

Special Amendment Performance Assessment Required: No

Were overall RTP Consistency checks achieved and satisfactory: Yes

Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5339 funding to the project and slips the project to FFY 2024. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and subsequent fund trade between TriMet and SMART

Support Items:

FTA Apportionment and EOY Funding Update Split

FTA 5339 Funds										
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	2022	5339	\$ —70,000	\$ 47,887	\$ 9,577	\$ -	\$ 57,464	
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ —76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055	
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ —80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500	
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ —80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953	
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ —80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	2024	5339	\$ —80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	

<b>Project #10</b>	<b>SMART Bus Purchase/PM/ Amenities and Technology 2023</b>
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### Project Description:

## Maintenance and Bus Fleet Replacement and Software

**Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22195**
- MTIP ID#: 71145
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

### Description of Changes

The September FFY 2023 Formal Amendment increases the projected authorized FTA section 5307 funding for the project. The cost change equals an 84% increase which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

**Support Items:**

## FTA Apportionment and EOY Funding Update Split

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	<del>\$ 298,758</del>	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	<del>\$ 298,758</del>	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	<del>\$ 298,758</del>	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	<del>\$ 298,758</del>	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

Project #11

SMART Senior and Disabled Program (2023)

Project Description:

Services and Facility Improvements for Elderly and Disabled Customers

Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

Identifications/Key Consistency Check Areas:

Lead Agency: SMART

ODOT Key Number: 22196

MTIP ID#: 71136

RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance

Proof-of Funding/Fiscal Constraint Demonstrated: Yes

Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements

OTC approval No – not applicable

Performance Measurements applicable: Yes – Transit

Special Amendment Performance Assessment Required: No

Were overall RTP Consistency checks achieved and satisfactory: Yes

Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The September FFY 2023 Formal Amendment decreases the authorized FTA Section 5310 funding to the project. The adjustment is being made per the updated FTA Urbanized Zone Area (UZA) apportionment and fund trade between SMART and TriMet. The net cost change is 36% which is above the 30% threshold and requires a formal/full amendment to complete.

Support Items:

FTA Apportionment and EOY Funding Update Split

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	<del>\$ 41,000</del>	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	<del>\$ 41,000</del>	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	<del>\$ 41,000</del>	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	<del>\$ 41,000</del>	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	<del>\$ 41,000</del>	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	<del>\$ 41,000</del>	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

**Project #12 SMART Bus Purchase/PM/ Amenities and Technology 2024****Project Description:**

Maintenance and Bus Fleet Replacement and Software

**Identifications/Key Consistency Check Areas:**

- Lead Agency: SMART
- ODOT Key Number: **22198**
- MTIP ID#: 71146
- RTP ID: 12097 - SMART Operations - Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment increases the projected authorized FTA section 5307 funding for the project. The cost change equals an 84% increase which is above the FTA 30% threshold and requires a formal amendment to complete.

The funding increase results from summer update to the authorize FTA formula apportionments to the Urbanized Area (UZA) and subsequent split among TriMet, SMART and C-Tran.

**Support Items:****FTA Apportionment and EOY Funding Update Split**

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
<b>FTA 5307 Funds</b>									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	<del>\$ 298,758</del>	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	<del>\$ 298,758</del>	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	<del>\$ 298,758</del>	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	<del>\$ 298,758</del>	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

**Project #13** **~~Transit-Oriented Development (TOD) program (FFY 2023)~~**  
**Preventive Maintenance Support (FFY 2023)**

**Project Description:**

~~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 2023 allocation year)~~

**Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district**

**Identifications/Key Consistency Check Areas:**

- Lead Agency: TriMet
- ODOT Key Number: **22164**  
*Added note: Because the project is being advanced from FFY 2025 which is outside of the STIP years, ODOT will assign a new Key number for the project.*
- MTIP ID#: 71103
- RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope to reflect that TriMet will use the fund exchange STBG in support of their Preventative Maintenance program. The programmed STBG is part of the annual Metro-TriMet fund exchange. Metro exchanges STBG allocated to the Transit Oriented Development (TOD) program for local funds from TriMet.

Metro commits the local funds to support Metro TOD program activities. TriMet will apply the STBG via a flex transfer to FTA to their Preventative Maintenance program. The TOD STBG program in Key 22164 is set up as a placeholder for TriMet to evaluate how they will use the funds. Once decided, an amendment occurs to change the project to reflect how TriMet will use the funds. Normally, TriMet applies the STBG to their Preventative Maintenance program.

The origin of the STBG funds is the Regional Flexible Fund Allocation (RFFA) – Step 1 program. Verification of the annual allocation is stated in the RFFA Step1 Summary Table.

**Support Items:**

**RFFA Step 1 Summary Allocation Table**

	Federal Fiscal Year							
	2016	2017	2018	2019	2020	2021	2022	2023
HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398
RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709

**Project #14    TriMet Bus and Rail Preventive Maintenance (2023)****Project Description:**Capital Maintenance For Bus And Rail **to ensure continued service****Identifications/Key Consistency Check Areas:**

- Lead Agency: TriMet
- ODOT Key Number: **22181**
- MTIP ID#: 71210
- RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment increases the estimate FTA 5337 formula funds for TriMet. The increase results from a significant revised FFY 2022 Urbanized Zone Area (UZA) appropriation which resulted in FFY 2023 estimates. TriMet is a direct recipient for the appropriated funds and works directly with FTA on the UZA formula apportionments. TriMet identified the revised estimate during July. The formal amendment completes the required increase to the project.

The added funding increases the 5337 to \$39,370,471 resulting in a total project cost of \$49,213,088 which equals a 49% increase and is above the FTA 30% threshold for cost change administrative changes. This triggers the need for a formal amendment.

**Support Items:****TriMet EOY Revised FFY 2023 Formula Estimates**

	Programming History		Programming Changes				
Capital Maintenance For Bus and Rail to ensure continued service.	2023	5337 HIFG & HIMB	<del>\$ 26,356,662</del>	\$ 39,370,471	\$ 9,842,618	\$ -	\$ 49,213,088

**Project #15    Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310****Project Description:**

Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area

**Identifications/Key Consistency Check Areas:**

- Lead Agency: TriMet
- ODOT Key Number: **22184**
- MTIP ID#: 71213
- RTP ID: 11334 - Operating Capital: Safety & Security Phase 1
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

**Description of Changes**

The September FFY 2023 Formal Amendment increases the estimated 5310 apportionment to TriMet for FFY 2023. Similar to the needed changes to TriMet's 5337 program, the 5310 increases resulted in a 52% cost change to the project and above the FTA threshold of 30% which triggered the need for the formal amendment.

**Support Items:****TriMet EOY Revised FFY 2023 Formula Estimates**

FTA 5310 Funds												
22183	71212	Enhanced Seniors Mobility/ Individuals w/Disabilities (2022) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2022 2023	5310	<del>\$ 1,343,824</del>	\$ 1,961,709	\$ 490,427	\$ 151,464	\$ 2,603,600		
22184	71213	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2023	5310	<del>\$ 1,405,487</del>	\$ 2,020,560	\$ 505,140	\$ 151,463	\$ 2,677,163		

## 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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- 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
- 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.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30 day Public Notification period:
- Meets 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 September FFY 2023 Formal MTIP amendment (SP23-01-SEP) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	August 26,2022
• Initiate the required 30-day public notification process.....	August 30, 2022
• TPAC notification and approval recommendation.....	September 2, 2022
• JPACT approval and recommendation to Council.....	September 15, 2022
• Completion of public notification process.....	September 28, 2022
• <b>Metro Council approval.....</b>	<b>October 6, 2022</b>

### 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.....	October 12, 2022
• USDOT clarification and final amendment approval.....	Early November, 2022

#### **ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
  - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

#### **RECOMMENDED ACTION:**

**JPACT approved Resolution 22-5283 consisting of additions or changes to fifteen total projects to the MTIP enabling federal reviews and fund obligations to then occur in early Fall of 2022 and now recommends approval by Metro Council.**

One Attachment: OTC July 14, 2022 Annual Amendment Staff Item



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** June 30, 2022

**TO:** Oregon Transportation Commission



**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item L – Annual STIP Adjustment

**Requested Action:**

Approve the attached list of added, modified, or canceled projects to the STIP.

**Background:**

Previously, when new project opportunities arose, actions were taken on a project-by-project basis. This was not efficient as it increased the number of amendments approved by the OTC, the Director, or the Delivery & Operations Division Administrator.

At the July 15, 2021 Oregon Transportation Commission meeting, a new proposed yearly OTC approval process was presented for an annual approval of the majority of STIP amendments. The OTC approved the new process. And in September 2021, the OTC approved the first annual STIP amendment.

This is the 2022 annual amendment. The attached list of added, modified, or canceled projects for the 21-24 STIP consists of the highest priority projects for each region (as determined by the region). These projects will be paid for with pre-determined funding reserves and/or the additional funding from the Infrastructure Investments and Jobs Act (IIJA).

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the Climate Office analyzed the 2022 STIP adjustments, assessing changes in climate outcomes. A majority of projects address increasing costs due to inflationary pressures. An additional set contain newly scoped project features or new projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals.

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. More information on these results and the associated methodology can be found in Attachment 2.

Oregon Transportation Commission

June 30, 2022

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**Next Steps:**

With approval, ODOT will add, modify or cancel the attached projects in the 21-24 STIP.

Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project as a separate amendment.

**Attachments:**

- Attachment 1 – 2022 Annual STIP Amendment – Project List
- Attachment 2 – Applying Climate Lens to the 2022 Annual STIP Adjustment

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 SW ADA	\$26,000.00	\$3,235,466.00	\$3,209,466.00	Attachment 1: OTG July 14, 2022 Annual Amendment Staff Item
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00	\$2,537,377.00	Increase the Construction phase, adding funds for ADA and preservation scope.
22431	1	OR141/OR217 curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00	\$1,925,639.00	Add CN phase for 2024.
22432	1	US30BY curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06	\$8,333,068.06	Increase PE & RW
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var		PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00	\$11,759,000.00	Add new project
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2		PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new project
22613	1	Portland Metro and surrounding areas safety reserve	var	var		OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00	\$1,000,000.00	Add new safety bucket
18271	2	US101 at Asbury Creek	34.7	34.8	01796	PE, CN		Fix-It SW Fish Pass	\$7,300,000.00	\$3,400,000.00	-\$3,900,000.00	Cancel CN phase. Add \$1.6M to PE. Schedule extended due to additional design work needed for fish passage. CN will be funded in next STIP.
							Fish Passage					
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161	PE & CN		Enhance Region 2 Fix-It SW Bridge	\$35,960,436.00	\$50,460,436.00	\$14,500,000.00	Add \$500k to PE and \$14M to CN for full length widening to 3 lanes SB, replace Battle Cr Rd Br, add broadband to entire project length and inflation costs. Add NB Commercial St Br to location data.
							Modernization					
21538	2	I-105: Willamette R - Pacific Hwy	0.91	3.99	08689B, 08689C, 08689D, 08689E, 08689F, 08700A, 08965E	CN		Fix-It SW IM Fix-It SW Bridge	\$6,981,420.00	\$11,221,527.00	\$4,240,107.00	Add \$4,240,107 to CN to account for increase in paving material cost. Add bridge locations that were not added per CMR-01, update description to include repairing delamination on bridges.
							Preservation					
22433	2	OR36: Cleveland Creek Culvert	5.68	5.68		CN		HB2017 Culvert	\$2,000,000.00	\$2,946,123.00	\$946,123.00	Add \$946,123 to CN phase due to stream enhancement, inflation and increased materials cost.
							Fish Passage					
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.30 121.42	118.70 125.00		PE & RW		SW ADA Transition	\$11,109,200.00	\$12,063,225.00	\$954,025.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
							ADA					
22435	2	OR47/OR8/US30 curb ramps	var	var		PE & RW		SW ADA Transition	\$6,330,298.00	\$9,075,262.00	\$2,744,964.00	Increase the Preliminary Engineering and Right of Way phase estimates. Slip the Right of Way phase to begin in federal fiscal year 2023.
							ADA					
22459	2	Rockaway Beach Path				PE & CN		SW Off-Sys BikePed	\$1,757,001.00	\$750,000.00	-\$1,007,001.00	Cancel CN phase. Project can't be delivered within current schedule. Add \$454,999 to PE. Project expanded to entire city portion of trail route.
							Bike/Ped					
	2	OR132: Good Pasture Rd to Green Acres Rd	0.26	0.76	09358	PE		JTA	\$0.00	\$6,086,051.00	\$6,086,051.00	Add new design-only project using JTA saving from Beltline projects.
							Modernization					
	2	OR18: Oldsville Rd - MP 43.81	40.38	43.81		CN		Fix-It Region 2	\$0.00	\$3,300,000.00	\$3,300,000.00	Add new CN-only project to complete paving project. Design was completed in K21548. Due to cost escalation the construction scope of that KN was reduced.
							Preservation					
	2	OR126: Huston Roundabout	47.83	47.85		PE		Rail Safety Fix-It Region 2	\$0.00	\$1,400,000.00	\$1,400,000.00	Add a new design-only project to construct a roundabout using \$500k Rail funds and \$900k of Region 2 funds.
							Operations					
20166	3	I-5 & OR138E: Variable Message & Curve Warning Signs	45.61 99.00	135.15 99.00		CN		HB2017 Safety	\$7,269,656.00	\$4,969,328.00	-\$2,300,328.00	Moving HB2017 Safety funds to new project K22597 for chip seal and safety improvements on US199 and OR42
							OP-ITS					
20261	3	US101: Parkview Dr - Lucky Ln (Brookings)	355.87	356.74		PE, RW, & CN		SW SRTS	\$3,237,000.00	\$4,417,000.00	\$1,180,000.00	Project was selected for SWIP strategic program. Project also adds local funds. Scope added for additional pedestrian features and sidewalks.
							Modernization					
21673	3	I-5: Azalea - Glendale	var	var	19312, 19107, 19313, 19106, 19891	CN & OT		Fix-It SW IM Fix-It Region 3	\$5,758,962.00	\$15,356,000.00	\$9,597,038.00	Combine portion of scope from K21713, advance CN funds from 24-27 STIP to fund addition of NB portion of project previously funded through PE
							Preservation					
21675	3	I-5: North Ashland - South Ashland	11.44	19	08739	CN		Fix-It SW IM Fix-It SW Bridge	\$900,000.00	\$12,595,393.00	\$11,695,393.00	Advance CN funding from 24-27 STIP
							Preservation					
21676	3	OR99/OR238/OR62: Big X Intersection (Medford)	var	var	18525, 06605A, 08821, 09590	PE & CN		HB2017 Preservation JTA	\$11,162,700.00	\$14,273,172.00	\$3,110,472.00	Adding JTA and SW HB2017 funds; removing some AT Leverage and Fix-It SW Bridge funds to make project whole.
							Preservation					
21677	3	OR42: Lookinglass Creek to I-5 (Winston)	72.54	76.03	01986A, 01923, 01923A, 02173A	CN		Fix-It Region 3 SW Fix-It Bridge	\$13,060,372.00	\$18,860,700.00	\$5,800,328.00	Adding IJA Pres and Bridge funds to accommodate inflated bids and additional paving treatments
							Preservation					
21680	3	US101 at East Bay Road	233.45	233.45		CN		Fix-It Region 3	\$1,159,000.00	\$1,995,000.00	\$836,000.00	Adding funds from CN phase of 21698 to fund DAP estimate of this higher priority project
							Operations					
21698	3	US101: Anderson Rockfall	334.3	334.3		CN		Fix-It Region 3	\$969,000.00	\$133,000.00	-\$836,000.00	Cancel CN phase of this project to fund higher priority project; K21680. CN phase of this project will be a priority in the 24-27 STIP
							Operations					
21713	3	I-5: Region 3 Clear Zone Improvements	var	var		PE, RW, CN, & OT		ARTS region 3	\$2,722,800.00	\$0.00	-\$2,722,800.00	Cancel project; scope and funding added to K21673 and K21674; Savings will go back to the R3 ARTS program
							Safety					

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
22384	3	OR99: Glenwood - Coleman Creek	10.23	11.03		CN	Operations	SW Pedbike Strategic AT Leverage	\$1,900,000.00	\$1,900,000.00	\$0.00	Amendment Staff item
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	var	var		PE & RW	ADA	SW ADA Transition	\$6,427,380.00	\$8,066,607.00	\$1,639,227.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22438	3	Jackson County curb ramps, phase 2	var	var		PE & RW	ADA	SW ADA Transition	\$5,247,353.00	\$8,476,501.00	\$3,229,148.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22597	3	OR42: Lookingglass Crk - Benedict & US199: Applegate - CA	var	var		PE, CN, & OT	Preservation	SW Chip Seal, HB2017 Safety Region 3	\$0.00	\$8,471,000.00	\$8,471,000.00	Add new priority safety project. Funds coming from K21677 and K20166
	3	Payton Bridge Deck Rehabilitation	35.41	35.41	16063	PE	Bridge	Fix-It SW Bridge	\$0.00	\$1,235,000.00	\$1,235,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
	3	I-5: Cabin Creek - Sutherlin	136.52	143		PE	Preservation	Fix-It SW IM	\$0.00	\$750,000.00	\$750,000.00	New Project to review existing forensic info and complete additional field investigation to determine extent of repairs needed. Once identified, will design project through DAP
	3	OR99: Rogue River Bridge, Gold Hill Spur	2.65	2.65	00576	PE	Bridge	Fix-It SW Bridge	\$0.00	\$2,139,000.00	\$2,139,000.00	Advance PE phase from 24-27 STIP, CN to be completed in 24-27 STIP
20011	4	US20: Tumalo - Cooley Rd. (Bend)	14.31	18.3		CN	Preservation	Enhance region 4 - \$914,939 R4 Highway Leverage Region 4 - \$44,874 R4 Fix-It Region 4 - \$700,000 ARTS Region 4 - \$1,485,745	\$20,446,815.00	\$23,592,373.00	\$3,145,558.00	Additional funds being added to account for market changes and construction cost increases. Project current includes HWY Leverage, Safety, Preservation, ARTS funds; the added funds reflect increases in the corresponding construction items.
20167	4	OR126: Redmond-Powell Butte	0.22	6.9		PE, RW, UR, & CN	Preservation	Fix-it SW Bridge - \$868,697 SWIP - \$122,692 Fix-It Region 4 - \$3,310,458	\$8,917,395.00	\$13,219,242.00	\$4,301,847.00	Additional preservation funds being added to account for market changes and construction cost increases, bridge funds are being added to address new bridge scope added to the project, SWIP funds added to address sidewalk deficiencies.
21644	4	I-84: Rufus and Arlington Bridge deck rehabilitation	108.96 137.77	109.06 138.05	08820 & 09213	CN	Bridge	Fix-it SW Bridge	\$9,908,366.00	\$17,440,923.00	\$7,532,557.00	Approximately half of the funds being added are to account for market changes and construction cost increases. The remaining funds are needed to account for added bridge scope, with one bridge on I-84 being added as well as one bridge on US197. The US197 bridge will be moving \$745,789 in CN funds from K21640 to K21644.
22442	4	Sisters and Bend curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$6,502,701.00	\$9,042,316.00	\$2,539,615.00	Increase the Preliminary Engineering and Right of Way phase estimates.
22473	4	Chiloquin Community Safe and Healthy Connections				PE & CN	BikePed	SW Off-Sys BikePed	\$508,525.00	\$0.00	-\$508,525.00	Cancelling as the city withdrew their application.
22607	4	Revere Avenue Rail Crossing (Bend)				PL	Safety	SW Rail Crossing	\$0.00	\$500,000.00	\$500,000.00	Add new project for planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.
22616	4	Reed Rd Rail Crossing (LaPine)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22617	4	Celilo Frontage Road Rail Crossing (Celilo Village)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates and lighting to improve the safety of the existing rail crossing for the traveling public.
22618	4	Merrill Pit Road Rail Crossing (Klamath County)				PE	Safety	SW Rail Crossing	\$0.00	\$150,000.00	\$150,000.00	Add new project to design gates, lighting, signage and striping to improve the safety of the existing rail crossing for the traveling public.
22620	4	US97: Bridge Over OR422 (Chiloquin)	247.54	247.54	06886	PE, RW, UR, & CN	Bridge	Fix-it SW Bridge	\$0.00	\$1,285,401.00	\$1,285,401.00	Add new project for structural overlay for the bridge.
	4	Warm Springs Tribe fund transfer				OT	Bike/Ped	SW Off Sys BikePed	\$0.00	\$319,080.80	\$319,080.80	Add a new project to transfer funds to the Bureau of Indian Affairs (BIA).
21873	5	OR86: Fish Creek	63.22	63.22		CN	Culvert	Fix-it SW Culvert	\$4,854,007.00	\$5,854,007.00	\$1,000,000.00	add \$1M CON for inflation.
21874	5	Morgan Lake Road safety improvements				CN	Safety	ARTS Region 5	\$1,283,369.00	\$1,782,562.00	\$499,193.00	add \$499,193 CON for inflation
21877	5	I-84: Emigrant Hill - Meacham (west-bound)	217.77	237.99		CN	Preservation	Fix-it SW IM	\$4,568,908.00	\$5,215,159.00	\$646,251.00	Add \$646,251 CON for inflation
21898	5	Baker & Union Counties Traffic Signal Safety Improvements	var	var		CN	Safety	ARTS Region 5	\$1,142,999.00	\$2,144,515.00	\$1,001,516.00	add \$1,001,516 CON for inflation
22383	5	OR86: Guardrail Upgrades Final Phase	34.03	70.75		CN	Safety	1R, Fix-it SW Bridge	\$3,469,000.00	\$5,392,000.00	\$1,923,000.00	add \$1.6M to Construction for inflation and \$323,000 in bridge funding for new scope.

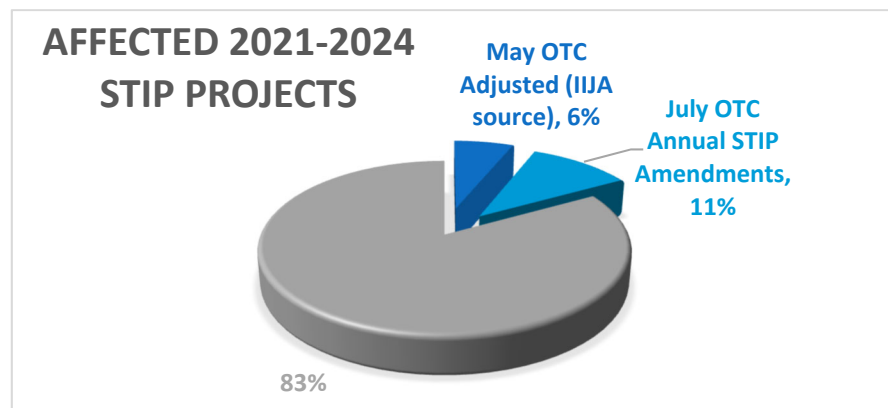
Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference	Description of change
22445	5	Burns & Hines curb ramps	0 128.00	0.50 132.2		PE & RW		SW ADA Transition	\$5,222,246.00	\$7,261,783.00	\$2,039,537.00	Increased the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22446	5	Grant County curb ramps	var	var		PE & RW		SW ADA Transition	\$4,544,038.00	\$6,279,410.00	\$1,735,372.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22447	5	Jordan Valley/Ontario/Huntington/Adrian curb ramps	var	var		PE & RW		SW ADA Transition, Fix-it SW SWIP bikeped	\$3,163,476.00	\$5,750,309.00	\$2,586,833.00	Increase the Preliminary Engineering and Right of Way phase estimates due to current economic conditions, skilled labor shortages, and the anticipated cost reductions we expected to see due to the maturation of the program have not materialized.
22453	5	Belt Park Greenway Trail (Hermiston)				PE & CN	Bike/Ped	SW Off Sys BikePed	\$297,000.00	\$297,000.00	\$0.00	Cancel the Construction phase, moving funds to the Preliminary Engineering phase.
	5	OR52 Snake River Bridge (Payette)	21.3		04335A	PE & RW	Bridge	Fix-it SW Bridge	\$0.00	\$3,651,550.00	\$3,651,550.00	Add New Project PE=\$3,603,600 ROW=\$47,950
	5	I-82: Eastbound Umatilla (Columbia River) Bridge Phase 2	0	0.39	02230A	PE	Bridge	Fix-it SW Bridge	\$0.00	\$715,650.00	\$715,650.00	Add New Project
21797	6	Safe Routes to School non-infrastructure FFY 23-24				OT		SW SRTS Education, SW SRTS	\$1,000,000.00	\$3,000,000.00	\$2,000,000.00	Increase the project cost by \$2,000,000, combining in project key 21798 (\$1M) and adding IJIA flexible funds allocated to the Safe Routes to School program (\$1M).
21820	6	Workforce Development SFY24				OT	Special Programs	SW Work Dev/OJT	\$2,550,000.00	\$3,600,000.00	\$1,050,000.00	Advance \$1,050,000 from the 24-27 STIP, adding funding for SFY 25. Update project name to Workforce Development SFY24-25.
	6	Oregon Community Paths Scoping Support				PL		SW Off Sys BikePed	\$0.00	\$222,890.90	\$222,890.90	Add a new project for ODOT HQ to provide scoping support to local agencies for the upcoming Oregon Community Paths grant solicitation cycle. \$200,000 fed matched by \$22,891 TOF split from K22481.
	6	Safe Routes to School Project Identification Program SFY 23-24				OT	Bike/Ped	SW SRTS	\$0.00	\$750,000.00	\$750,000.00	Add a new project, using IJIA flexible funds allocated to the Safe Routes to School program.
	6	Safe Routes to School Quick Build Signs and Lines				PL & OT		SW SRTS	\$0.00	\$100,000.00	\$100,000.00	Add a new project, using IJIA flexible funds allocated to the Safe Routes to School program. \$50K for a PL phase and \$50K for an OTH phase for ODOT HQ to perform planning activities and purchase equipment for future quick build signs and lines projects to be delivered by local agencies.
	6	Culvert Repair Mitigation				OT		HB2017 Culvert	\$0.00	\$4,410,000.00	\$4,410,000.00	Add a new project. These are state funds to be transferred to ODFW per the ODFW-ODOT Culvert Repair Programmatic Agreement (CRPA).
									\$269,890,414.00	\$423,005,139.76	\$153,114,725.76	

### Applying Climate Lens to the 2022 Annual STIP Adjustment

In accordance with Governor Brown's Executive Order on Climate (EO 20-04), the ODOT Climate Office reviewed the 2022 STIP adjustments (May 2022 and July 2022 Annual) using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to nearly 80 existing and new projects that will be added to the 21-24 STIP.

### Scope of Analysis

The analysis observations below are based on the Climate Office review of this limited subset of projects, not the full 2021-2024 STIP. The May 2022 Adjustment (with primarily Infrastructure Investment and Jobs Act (IIJA) funds) and the July Annual STIP amendments are 17% of the 21-24 STIP funding representing \$211M in new funds added to a \$426M base for these projects. These funding decisions were assessed for whether their impact would be positive, neutral, or challenging towards ODOT's climate goals. A majority of project adjustments address increasing costs due to inflationary pressures. An additional set are newly scoped project features, including \$47M in new projects.



### Process

Staff assessed each project using 23 identified project attributes that tie to seven priority outcome areas (listed below) and assigned a dollar value to each based on its portion of the total project.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief, while its design standards also support Climate Adaptation/Resilience outcomes, and the project has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

This process informs and monitors STIP decisions as the climate lens was applied to the 24-27 STIP and March 2022 primarily Infrastructure Investment and Jobs Act (IIJA) funding allocation decisions, using the 2021-24 STIP as a baseline. Some variability from year to year is expected based on project timing changes.

## **Results: Key Climate Observations**

The 2022 STIP adjustments will result in a net increase of \$211 million programmed project funding: \$59M in May, \$152M in July once approved. The rough return on investment calculation, based on projected outcomes and co-benefits anticipated, shows that these investments will generate \$454 million of new benefits when we look at co-benefits across outcome areas: \$93M in May, \$361 in July. The May projects show a smaller net return, as some of the projects' benefits are offset by investments that may contribute to more emissions.



### **Climate Adaptation/Resilience**

Climate Adaptation/Resilience will see 12% of \$454M projected new benefits.

These include investments in bridges and culverts in nearly all regions, including a fish passage structure with greater environmental and resilience outcomes over a standard culvert in the same location.

Later in 2022, a new Climate Hazard Mapping system will increase the agency's ability to identify priority locations for climate resiliency projects.



### **Climate Greenhouse Gas Emissions Reduction/Mitigation**

GHG Emissions Reduction/Mitigation will see 6% of \$454M projected new benefits.

Several projects improve high priority Active Transportation Needs Inventory (ATNI) corridor segments for bicycling and ADA usage, and benefit areas with high equity populations.

These gains are offset by nearly \$40M in additional funding for six larger roadway enhancement projects.