

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING REQUIRED)	RESOLUTION NO. 20-5125
TECHNICAL CORRECTIONS THROUGH THE FIRST)	
OF TWO FORMAL TRANSITION AMENDMENTS)	Introduced by: Chief Operating Officer
TO THE 2021-2024 METROPOLITAN)	Andrew Scott in concurrence with
TRANSPORTATION IMPROVEMENT PROGRAM)	Council President Lynn Peterson
TO ADD NEW PROJECTS OR CORRECT AND)	
UPDATE CURRENT PROJECT PROGRAMMING)	
INVOLVING PHASE SLIPS, COST ADJUSTMENTS,)	
DELIVERY TIMING UPDATES, AND/OR FUND)	
SWAPS IMPACTING VARIOUS PROJECTS AND)	
AGENCIES (AG21-01-AUG))	

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

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

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

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

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, development of the new 2021-24 MTIP required the document to complete programming actions and be locked-down as of April 2020 to initiate required public review and final approvals resulted in a project development and period gap which the MTIP Formal Transition Amendment is addressing; and

WHEREAS, the 2021-24 MTIP Transition Amendment will address required technical corrections and adding new projects that emerged during the gap period; and

WHEREAS, the 2021-24 Transition Amendment will be split into a two-part Formal/Full Amendment and Administrative Modification to address programming corrections and provide the ability to add new projects; and

WHEREAS, the second formal part to the 2021-24 MTIP Transition Amendment will occur with the September 2020 Formal MTIP Transition Amendment as a safety net to catch any last required technical corrections required to the 2021-24 MTIP not identified in the August 2020 Formal MTIP Transition Amendment; and

WHEREAS, adding new projects and significant programming corrections which could impact the fiscal constraint finding require a more detailed review and will proceed as formal/full amendments; and

WHEREAS, 2021-24 MTIP Formal/Full Transition Amendment programming corrections will include required phase slip corrections for projects not carried over into the 2021-24 MTIP, adding a new projects or phase as required by federal regulations, completing major fund swaps, correcting project delivery phase obligation timing, and completing other required technical corrections to ensure projects are correctly programmed in the 2021-24 MTIP

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the August 2021-24 MTIP Formal Transition Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the August 2020 Formal Transition Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on August 7, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5125 consisting of the August 2020 Formal MTIP Transition Amendment bundle on September 17, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 24, 2020 to formally amend the 2021-24 MTIP to include the required changes, advancements, or additions to the thirteen identified projects as part of Resolution 20-5125.

ADOPTED by the Metro Council this 24th day of September 2020.

Lynn Peterson

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5125



Proposed August 2020 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **AG21-01-AUG**
Total Number of Projects: **13**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 18001 MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	PHASE SLIP Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.
Project #2 ODOT Key 20879 MTIP ID 70873	Metro	Regional Travel Options (2020)	PHASE SLIP: Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 20879 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP
Project #3 ODOT Key 21839 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY23	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)
Project #4 ODOT Key 21849 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY24	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)
Project #5 ODOT Key 21860 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY25	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)

Project #6 ODOT Key 22075 MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<u>ADD NEW PHASE (Construction):</u> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.	The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.
Project #7 ODOT Key 22033 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY22	<u>ADD NEW PROJECT:</u> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #8 ODOT Key 22048 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY23	<u>ADD NEW PROJECT:</u> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #9 ODOT Key 22058 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY24	<u>ADD NEW PROJECT:</u> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #10 ODOT Key 22133 MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	<u>FUND SWAP:</u> Metro STBG funds replace CMAQ funds for the project	The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.
Project #11 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	MAX Red Line Extension & Reliability Improvements	<u>ADD NEW PROJECT:</u> The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.

<p>Project #12 ODOT Key TBD MTIP ID TBD NEW PROJECT</p>	<p>TriMet</p>	<p>TriMet TOD Planning for the MAX Red Line Light Rail</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project</p>	<p>The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs</p>
<p>Project #13 ODOT Key TBD MTIP ID TBD NEW PROJECT</p>	<p>TriMet</p>	<p>5307 Mass Transit Vehicle Replacement - FY 2020</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down</p>	<p>The funding award originates from ODOT Mass Transit Vehicle Replacement program.</p>



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Construction Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Clackamas County		Project Type:	TSMO	ODOT Key:	18001
Project Name: Clackamas County Regional Freight ITS Project	1	ODOT Type	Ops/ITS	MTIP ID:	70478
		Performance Meas:	Yes	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Comp Date:	6/1/2022
		Conformity Exempt:	Yes	RTP ID:	10020
Short Description: Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.		On State Hwy Sys:	N/A	RFFA ID:	50182
		Mile Post Begin:	N/A	RFFA Cycle:	2012-15
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2014	Past Amend:	8
		Years Active:	8	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	AG21-01-AUG

Detailed Description: The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.

STIP Description: Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.

Last Amendment of Modification: PE increased but Construction phase canceled in 2018-21 MTIP - June 2020. Re-adding the project reflects the 9th amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
STP-U	Z230	2014					\$ 238,838	\$ 238,838
STP-U	Z230	2018		\$ 411,654				\$ 411,654
STP-U	Z230	2021				\$ 1,424,508		\$ 1,424,508
								\$ -
								\$ -
							Federal Totals:	\$ 2,075,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2014					\$ 27,336	\$ 27,336
Local	Match	2018		\$ 47,116				
Local	Match	2021				\$ 163,041		\$ 163,041
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 458,770	\$ -	\$ -	\$ 266,174	\$ -
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 1,587,549	\$ 266,174	\$ 2,312,493
							Year Of Expenditure (YOE):	\$ 2,312,493

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project Slip: Only the construction will show active in he 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

Amendment Summary:

The formal amendment reflects a technical update and correction to the project. The formal amendment slips the project's Construction phase from FY 2020 to FY 2021 into the new FY 2021-24 MTIP. The planned obligation before the end of FY 2020 did not occur as re-certification pilot project requirements and COVID -19 impacts on staff and project consultants delayed the project. Normally, the Construction phase would be slipped into the next constrained year of the MTIP. However, since the 2021-24 MTIP replaces the 2018-21 MTIP, the project must be added to the MTIP. The Construction phase is large enough with \$1,424,508 of STPto impact the fiscal constraint finding which also supports the need for a formal/full amendment

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 1104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

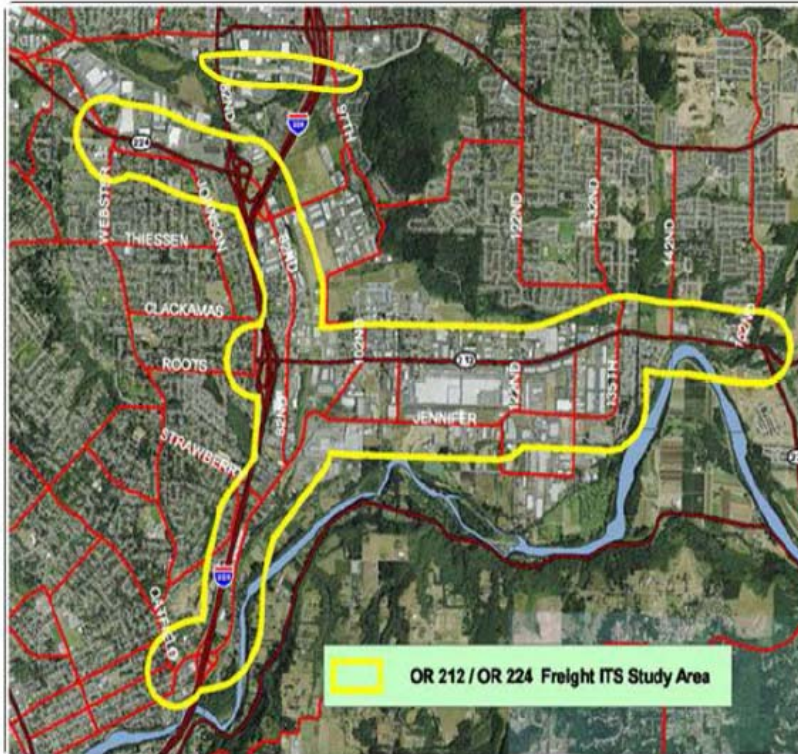
Fund Codes:

- > STP-U = Federal Surface Transportation Program appropriated to the states with a portion allocated to the MPOs to be applied in urban areas
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

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

Clackamas County Regional Freight ITS Project



OR 212/224 Study Area -
Potential Deployment Area



Wilsonville Study Area -
Potential Deployment Area

Vicinity Map



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 The Other phase with STBG is being slipped from FY 20 to FY 21

Lead Agency: Metro		Project Type: Other	ODOT Key: 20879
Project Name: Regional Travel Options (2020)	2	ODOT Type: Other	MTIP ID: 70873
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 11054
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		On State Hwy Sys: N/A	RFFA ID: 50357
		Mile Post Begin: N/A	RFFA Cycle: 2019-21
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2014	Past Amend: 1
		Years Active: 8	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.			
STIP Description:. TBD			
Last Amendment of Modification: January 2019 - AB19-06-JAN1.FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO)	Total
Federal Funds								
STBG-U	Z230	2020						\$ -
STBG-U	Z230	2021					\$ 2,598,451	\$ 2,598,451
								\$ -
							Federal Totals:	\$ 2,598,451
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020						
Local	Match	2021					\$ 297,404	\$ 297,404
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,895,855	\$ 2,895,855
							Year Of Expenditure (YOE):	\$ 2,895,855

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project Slip: The phase slip results in adding a new project to the FY 2021-24 MTIP and is treated as a new project.

Amendment Summary:

The formal amendment adds the RTO FY 2020 project allocation to the 2021-24 MTIP. The project funds were not obligated by the end of FY 2020. Expenditures from prior obligated funds moved slower partly due to COVID-19 limitations. Since the project was not carried over into the 2021-24 MTIP, the phase slips functions as adding a new project to the 2021-24 MTIP.

- > Will Performance Measurements Apply: Possibly under the RTP goal of Equity.

RTP References:

- > RTP ID: 11054 - Regional Travel Options
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.4 - Access to Active Travel Options
- > Goal Description: Increase household and job access to planned regional bike and walk networks.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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

2018-2021 Metropolitan Transportation Improvement Program (MTIP)
 Current Approved Project list with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Regional Travel Options (2020)				
Project IDs		Project Description			Project Type	
ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.			Regional travel options	
MTIP ID	70873					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2020	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855
FY 18-21 Totals			\$2,598,451	\$297,404	\$0	\$2,895,855
Estimated Project Cost (YOES)			\$2,598,451	\$297,404	\$0	\$2,895,855



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Metro SFY23 UPWP Planning
 Funds Added to FY 2022

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21839
Project Name: Portland Metro Planning SFY23	3	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/30/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
		Project Status: 0 = No activity.	
Short Description: Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			
Detailed Description: Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	2450	2022	\$ 2,108,492					\$ 2,108,492
5303	Z77D	2022	\$ 608,621					\$ 608,621
								\$ -
							Federal Totals:	\$ 2,717,113
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2022	\$ 241,326					\$ 241,326
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022	\$ 69,659					\$ 69,659
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,028,098	\$ -	\$ -	\$ -	\$ -	\$ 3,028,098
Year Of Expenditure (YOE):								\$ 3,028,098

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY23 (FFY 2022). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 23 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Metro SFY24 UPWP Planning
 Funds Added to FY 2023

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21849
Project Name: Portland Metro Planning SFY24	4	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/30/2024
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG		
<p>Project Status: 0 = No activity.</p> <p>Short Description: Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)</p> <p>Detailed Description: Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.</p> <p>STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.</p>			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	2450	2023	\$ 2,107,855					\$ 2,107,855
5303	Z77D	2023	\$ 620,694					\$ 620,694
								\$ -
							Federal Totals:	\$ 2,728,549
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2023	\$ 241,253					\$ 241,253
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2023	\$ 71,041					\$ 71,041
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Year Of Expenditure (YOE):								\$ 3,040,843

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY24 (FFY 2023). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 24 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Metro SFY25 UPWP Planning
 Funds Added to FY 2024

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21860
Project Name: Portland Metro Planning SFY25	5	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 6/30/2025
Short Description: Portland Metro MPO planning funds for SFY 25 (FFY 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2025
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: Key 21860 will be used to combine SFY allocated 5303 and STBG in Key 22153 and possible other planning keys dedicated to UPWP activities in SFY 2025 (FFY 2024). The Combination amendment for SFY 25 UPWP should occur around March 2024. Key 21860 will become the final approval "Key" for the SFY 25 UPWP Master Agreement list of projects to be obligated by the end of June 2024. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	2450	2024	\$ 2,107,223					\$ 2,107,223
5303	277D	2024	\$ 632,761					\$ 632,761
								\$ -
							Federal Totals:	\$ 2,739,984
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2024	\$ 241,181					\$ 241,181
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2024	\$ 72,422					\$ 72,422
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,053,587	\$ -	\$ -	\$ -	\$ -	\$ 3,053,587
Year Of Expenditure (YOE):								\$ 3,053,587

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY25 (FFY 2024). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 25 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PHASE
 Construction Phase added to the
 project in FY 2022

Lead Agency: ODOT		Project Type:	Other		ODOT Key:	22075
Project Name: Columbia Bottomlands Mitigation/Conservation	6	ODOT Type	Enviro		MTIP ID:	71150
		Performance Meas:	No		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	Appendix F
		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	1		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
		Short Description: Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species				
Detailed Description: In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species						
STIP Description: develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species						
Last Amendment of Modification: None. This is the first amendment to the project since being added to the 2018 MTIP in January 2020.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	S010	2020		\$ 6,977				\$ 6,977
State	S010	2021			\$ 1,000,000			\$ 1,000,000
State	S010	2022					\$ 1,550,000	\$ 1,550,000
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OVM	2020		\$ 393,023				\$ 393,023
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	\$ -	\$ 1,400,000
Phase Totals After Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	\$ 1,550,000	\$ 2,950,000
Year Of Expenditure (YOE):								\$ 2,950,000

Notes and Summary of Changes:

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

> Add Phase

Amendment Summary:

The formal amendment adds the Construction phase for the project in FY 2022. State funds have been committed to support the Construction phase. Construction phase funding was originally approved by the OTC back in December 2019. However, by the time the project construction phase was ready to program, the 2021-24 MTIP had already commenced lock-down for the required public review process. The correction to add the Construction phase to the 2021-24 MTIP is occurring now.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: Appendix F to the 2018 RTP

> RTP Description: Environmental Assessment and Potential Mitigation Strategies

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 6 - Healthy Environment

> Goal 6.1 - Biological and Water Resources

> Goal Description: Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Fund Codes:

> State = General state funds committed to the project

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Added Notes from the December 2019 OTC Agenda Item

Background:

ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.

The Columbia Bottomlands mitigation bank site identified in this proposal will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of Region 1 and a portion of Region 2. There are currently limited aquatic resource banks in the watershed and banked aquatic resource mitigation credits are an identified critical path item for project delivery in this area. The proposed bank at Columbia Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs.

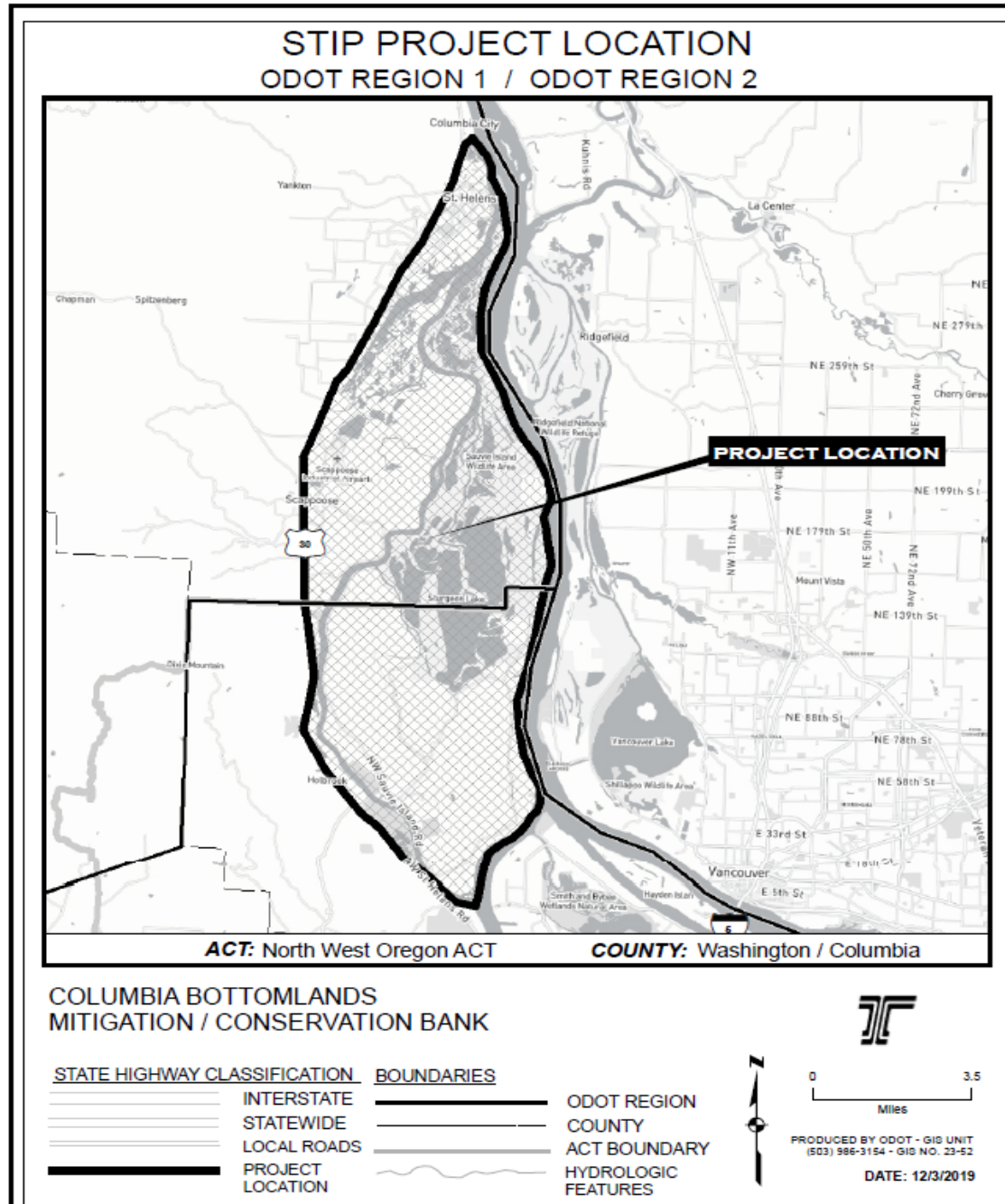
Compensatory mitigation is the use of off-site restoration activities to mitigate unavoidable disturbance that occurs during the construction phase of a project. The currency for offsetting this disturbance is a conservation credit which is a unit measure of ecological benefit generated by a restoration project for a specific ecological need (water quality, wildlife habitat). Credits are considered banked when they're certified and ready for use.

The requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose). Once restoration activities have achieved a healthy, stable level of measureable benefit conservation credits could be certified. These credits would be then available to offset unavoidable disturbance by future projects in the same watershed. Such projects could include a future Interstate 5 bridge replacement project over the Columbia River. The Columbia Bottomlands is the identified highest ecological priority area (Attachment 1) within the Lower Willamette Watershed and is where we will locate the bank.

Options:

With approval, the agency will initiate a Request for Proposals (RFP) for a full-outsourced "Turnkey" compensatory mitigation/conservation bank project. The project will include site selection planning, acquisition, preliminary engineering and construction. Our target restoration goal is to generate a minimum of 10 acre-credits of aquatic resources usable by the greatest number of ESA listed fish

Attachment 1





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
 ADD NEW PROJECT
 Transit Capital Funding for FY 2022

Lead Agency: ODOT		Project Type:	Transit		ODOT Key:	22033
Project Name: Oregon Transportation Network - TriMet FFY22	7	ODOT Type	Transit		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22033 represent one of three years of funding from ODOT supporting the Oregon Transportation Network.						
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.						
Last Amendment of Modification: None. This is the initial project programming in the MTIP						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2022					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 427,535	\$ 427,535
								\$ -
							Local Total	\$ -
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
							Year Of Expenditure (YOE):	\$ 4,162,951

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

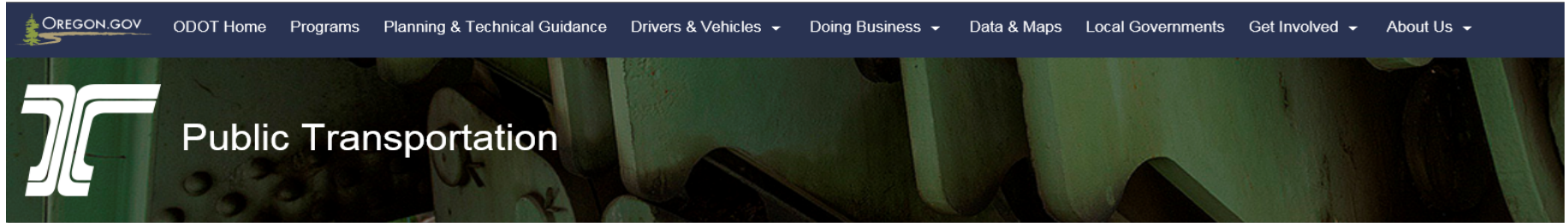
Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match.


Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A
- > Note: At tis time, the funding has not been committed to specific transit projects.

ODOT Public Transit Section webpage at <https://www.oregon.gov/odot/RPTD/Pages/index.aspx>



For the latest public transit information on coronavirus, visit the [Public Transportation Division's COVID-19 page](#).




Rail Resources

- [System maps](#)
- [Forms and publications](#)
- [Safety and compliance rules](#)
- [Whistle noise and crossing blockages](#)
- [Passenger Rail](#)



Public Transportation Provider Resources

- [Funding opportunities](#)
- [Buying and managing buses and assets](#)
- [Reporting and agreement compliance](#)
- [Technical Resource Center](#)
- [State Management Plan and other policies](#)



Additional Resources

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Public Transportation Funding Opportunities

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.

Funding Opportunities

Section 5311/5311(f) Needs-Based CARES Grant Application +
Applications due December 31, 2020

Accelerating Innovative Mobility (AIM) Challenge Grants +
Preliminary intent due April 6, 2020, Applications due to FTA May 18, 2020

FTA Discretionary Buses and Bus Facilities Infrastructure Investment Program 5339(b) +
Applying through ODOT: Due to ODOT March 25, 2020 Direct Recipients: Due to FTA April 29, 2020.

Rural Veterans Healthcare Transportation Program +
Applications due May 18, 2020

5339 Bus and Bus Facilities Discretionary Program +
Application deadline has passed

5307 Mass Transit Vehicle Replacement +
Application deadline has passed

STP Discretionary Bus Replacement Program +
Application deadline has passed

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Discretionary Program +
Application deadline has passed

FTA Discretionary Low or no Emission Program 5339(c) +
Application deadline has passed

Statewide Transportation Improvement Fund (STIF) Formula Fund +
Nov. 2018 applications awarded March 2019. May 2019 applications awarded Oct. 2019



Advance Notices and Trainings

- [Preliminary 2021-2023 Grant Solicitation Timeline](#)
- [ODOT Needs-Based CARES Grant Process Guidance, April 22, 2020](#)
- [CARES Act ODOT Funds Disbursement Announcement, April 9, 2020](#)
- [CARES Act Apportionment Information for Oregon, April 2020](#)
- [2020-2022 Discretionary Programs Solicitation Webinar](#)
- [2020-2022 Discretionary Programs Solicitation Webinar PPT](#)
- [2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)
- [2020-2022 Discretionary Programs Advance Notice](#)
- [2019-2021 Formula Programs Solicitation Training Webinar](#)
- [2019-2021 Formula Programs Solicitation Training FAQ](#)
- [2019-2021 Formula Programs Advance Notice](#)
- [2017 Grant Management Training Presentation](#)

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Coronavirus (COVID-19)

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- [Public Transportation Division News](#)
- [Contact Us](#)
- [Advisory Committees](#)
- [Transportation Resources for Car-Free Travel in Oregon](#)
- [OPTIS - Oregon Public Transit Information System](#)
- [Document Library](#)

PUBLIC TRANSPORTATION PROVIDER RESOURCES

- Funding Opportunities**
- [Statewide Transportation Improvement Fund](#)
- [STF/STIF Consolidation](#)
- [Buying and Managing Vehicles and Assets](#)
- [Reporting and Agreement Compliance](#)
- [Technical Resource Center](#)
- [Safety and Compliance Policies that Guide Public Transit](#)
- [State Management Plan and Other Policies](#)
- [Transit Asset Management](#)

RAIL RESOURCES

- [System Maps](#)



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Transit Capital Funding for FY 2023

Lead Agency: ODOT		Project Type:	Transit		ODOT Key:	22048
Project Name: Oregon Transportation Network - TriMet FFY23	8	ODOT Type:	Transit		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22048 represent the second of three years of funding from ODOT supporting the Oregon Transportation Network.						
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.						
Last Amendment of Modification: None. This is the initial project programming in the MTIP						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2023					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2023					\$ 427,535	\$ 427,535
								\$ -
Local match requirement is set at 10.27%							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
							Year Of Expenditure (YOE):	\$ 4,162,951

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A
- > Note: At tis time, the funding has not been committed to specific transit projects.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Transit Capital Funding for FY 2024

Lead Agency: ODOT		Project Type: Transit	ODOT Key: 22058
Project Name: Oregon Transportation Network - TriMet FFY24	9	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2025
		Conformity Exempt: Yes	RTP ID: 11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.			
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.			
Last Amendment of Modification: None. This is the initial project programming in the MTIP			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2024					\$ 3,735,416	\$ 3,735,416
							\$	-
							\$	-
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2024					\$ 427,535	\$ 427,535
							\$	-
Local match requirement is set at 10.27%							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
							Year Of Expenditure (YOE):	\$ 4,162,951

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A
- > Note: At tis time, the funding has not been committed to specific transit projects.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
FUND SWAP
 Replacing CMAQ with
 STBG funds

Lead Agency: Portland		Project Type:	Safety		ODOT Key:	22133
Project Name: N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	10	ODOT Type			MTIP ID:	71127
		Performance Meas:	Yes		Status:	4
Project Status: 0 = No activity		Capacity Enhancing:	No		Comp Date:	6/1/2022
Short Description: Construct/Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.		Conformity Exempt:	Yes		RTP ID:	11842
		On State Hwy Sys:	N/A		RFFA ID:	50385
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
	STIP Amend #:	TBD			MTIP Amnd #:	AG21-01-AUG
Detailed Description: In north Portland on North Willamette Blvd from North Richmond Ave south to North Rosa Parks Ave, Construct & enhance existing bike lanes from Rosa Parks to Ida and extend bike lanes from Ida to Richmond, plus include intersection improvements to enhance pedestrian safety and transit access through the North Willamette Blvd corridor.						
STIP Description: TBD						
Last Amendment of Modification: None. The fund swap as part of the August Transition Amendment is the first amendment to the project.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocate)	Construction	Total
Federal Funds								
CMAQ	Z400	2022		\$ 1,185,333				\$ -
STBG-U	Z230	2022		\$ 1,185,333				\$ 1,185,333
CMAQ	Z400	2024			\$ 44,865			\$ -
STBG-U	Z230	2024			\$ 44,865			\$ 44,865
CMAQ	Z400	2024				\$ 44,865		\$ -
STBG-U	Z230	2024				\$ 44,865		\$ 44,865
CMAQ	Z400	2026					\$ 3,180,937	\$ -
STBG-U	Z230	2026					\$ 3,180,937	\$ 3,180,937
							Federal Totals:	\$ 4,456,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022		\$ 135,667				\$ 135,667
Local	Match	2024			\$ 5,135			\$ 5,135
Local	Match	2024				\$ 5,135		\$ 5,135
Local	Match	2026					\$ 364,072	\$ 364,072
Other	OTH0	2026					\$ 1,139,991	\$ 1,139,991
								\$ -
Other funds are local funds committed to the project beyond the required match							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ 6,106,000
Phase Totals After Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ 6,106,000
							Year Of Expenditure (YOE):	\$ 6,106,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Fund Swap: STBG replaces CMAQ> No scope or cost changes.

Amendment Summary:

The formal amendment completes a fund swap. STBG replaces CMAQ funds committed to the project. The N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave RFFA awarded project was initially identified as a CMAQ candidate. Later reviews determined to commit STBG funds and not CMAQ. However, during the final updates to the MTIP, the fund swap was missed by staff. It is being corrected through this amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 11842 - N Willamette Blvd Bikeway
- > RTP Description: Add a neighborhood greenway from Interstate to Rosa Parks and from Richmond to Reno, enhance existing bikeway from Rosa Parks to Ida, extend bikeway to Richmond, and provide a parallel neighborhood greenway on Princeton through the University Park neighborhood. Incorporate pedestrian safety and access to transit improvements throughout the project.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 -Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality improvement program. CMAQ funds are appropriated to ODOT and with a portion allocated to Metro and then applied to projects providing quantifiable air quality improvement benefits.
 - > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to Metro to be applied in urban areas.
 - > Local = General local funds provided by the lead agency as part of the required match.
 - > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.
- Other
- > On NHS: No
 - > Metro Model: Yes
 - > Model category and type: Pedestrian & Bicycle networks - Pedestrian Parkway + Bicycle Parkway
 - > TCM project: No
 - > Located on the CMP: No

A: N Willamette Blvd

Active Transportation Corridor





Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Initial programming to add the Red Line Extension Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: TBD
Project Name: MAX Red Line Extension & Reliability Improvements	11	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: Yes	Comp Date: 3/1/2024
		Conformity Exempt: No	RTP ID: 10922
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD		MTIP Amnd #: AG21-01-AUG	
Detailed Description: In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek.SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations. This also includes new Light Rail Vehicles.			
STIP Description: Design pocket track at Fair Complex/Hillsboro Airport MAX station, enabling extended Red Line service, turnaround combined with new track work, a new station at Gateway, and new track work and upgraded station at Portland Airport MAX station to improve system operations.			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Utility Relocation)	Total
Federal Funds								
STBG-U	2230	2021		\$ 4,000,000				\$ 4,000,000
5309 Small Starts	FF30	2021			\$ 765,435			\$ 765,435
FTA 5309 Small Starts	FF30	2021				\$ 99,234,564		\$ 99,234,564
								\$ -
							Federal Totals:	\$ 103,999,999
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local (TriMet)	Match	2021		\$ 457,818				\$ 457,818
Other (TriMet)	OVM	2021		\$ 13,726,182				\$ 13,726,182
Local (TriMet)	Match	2021			\$ 765,435			\$ 765,435
Local (TriMet)	Match	2021				\$ 86,050,566		\$ 86,050,566
Other (Port)	Match	2021				\$ 1,000,000		\$ 1,000,000
								\$ -
							Local Total	\$ 102,000,001
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 18,184,000	\$ 1,530,870	\$ 186,285,130	\$ -	\$ -	\$ 206,000,000
Year Of Expenditure (YOE):								\$ 206,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes. Black font indicates no change has occurred.

Amendment Summary:

The above phase programming is an estimate at this time based on a capital project cost estimate of \$206,000,000. It assumes the approved FTA Section 5309 Small Starts grant allocation of \$99,999,999 which requires a 50% match. The project will extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport, plus construct a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform stations. The full project programming is has been added through this amendment. The total project cost is approximately \$206 million. Full project programming is being added now per FTA guidance to demonstrate the complete project in the MTIP and STIP as part of the implementation and delivery process requirements.

> Will Performance Measurements Apply: Yes - Transit

RTP References:

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review: The new MAX Red Line Extension is identified in the Transit Modeling Network correctly to the Fair Complex/Hillsboro Airport station. and upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.

> No action to the UPWP is required.

> RTP Goals: Yes, Goal 3 - Transportation Choices, Objective 3.3 - Access to Transit – Increase household and job access to current and planned frequent transit service

Fund Codes:

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = federal Surface Transportation Block Grant - Urban funds allocated to Metro to be applied in urban areas.

> Local = General local funds provided by the lead agency as part of the required match to the project

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

Other

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

> TCM project: No

**MAX Red Line Extension and Reliability Improvements
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2019)**

Summary Description	
Proposed Project:	Light Rail Transit 7.8 Miles, 10 Stations
Total Capital Cost (\$YOE):	\$206.02 Million
Section 5309 CIG Share (\$YOE):	\$100.00 Million (48.5%)
Annual Operating Cost (opening year 2023):	\$6.62 Million
Existing Corridor Ridership (Warranted):	20,000 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to increase the reliability of the entire MAX light rail system between Portland International Airport and Beaverton Transit Center. The proposed system will extend the existing Red Line service from Beaverton Transit Center to Downtown Hillsboro and improve capacity constraints on the existing system. The project includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station; double-tracking at the Gateway Transit Center and Portland International Airport Station area, construction of a new storage track at Ruby Junction Rail Yard, and the purchase of six new light rail vehicles. The service is planned to operate 19.5 hours every day, with trains every 7.5 minutes during peak, off-peak and evening hours both during weekdays and weekends.

Project Purpose: Currently the west side of the MAX system in the Beaverton area is overcrowded. The single-track segments on the eastern side of the existing MAX system at Portland International Airport and Gateway Transit Center through which all lines of the system travel impose system-wide scheduling constraints. The proposed project is intended to remove these constraints and address the demand for more light rail services on the west side while improving reliability and providing a one-seat ride from Hillsboro to Portland International Airport. Overall system-wide reliability is anticipated to be improved significantly.

Project Development History, Status and Next Steps: TriMet selected the locally preferred alternative in November 2018, which was adopted into the region's fiscally constrained long range transportation plan in April 2019. The project entered Small Starts Project Development in July 2019. TriMet completed the environmental review process with a documented Categorical Exclusion from FTA in October 2019. TriMet anticipates receipt of a Small Starts Grant Agreement in early 2021, and the start of revenue service in late 2023.







Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add a TOD Planning grant for TriMet

Lead Agency: TriMet		Project Type: Planning	ODOT Key: TBD
Project Name: TriMet TOD Planning for the MAX Red Line Light Rail	12	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 19855
		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes?
		Length: N/A	UPWP Cycle: SFY21
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG		
Detailed Description: FY 2020 FTA Section 20005(b) TOD Pilot Program for Transit-Oriented Development Planning. The Pilot Program for TOD Planning helps support FTA’s mission of improving public transportation for America’s communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. the planning actions will support the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.			
STIP Description: TBD			

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

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
20005(b)		2021	\$ 700,000					\$ 700,000
								\$ -
								\$ -
							Federal Totals:	\$ 700,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021	\$ 175,000					\$ 175,000
Other	OVM	2021	\$ 175,000					\$ 175,000
								\$ -
TriMet is providing additional local funds as overmatch							Local Total	\$ 350,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000
Year Of Expenditure (YOE):								\$ 1,050,000

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add Project: Add new FTA grant award in the 2021-24 MTIP for TriMet

Amendment Summary:

- The formal amendment adds the FTA TOD planning grant to the 2021-204 MTIP.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Under evaluation
- > RTP Goals: Goal 11 - Transparency and Accountability-
- > Goal 11.2: Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

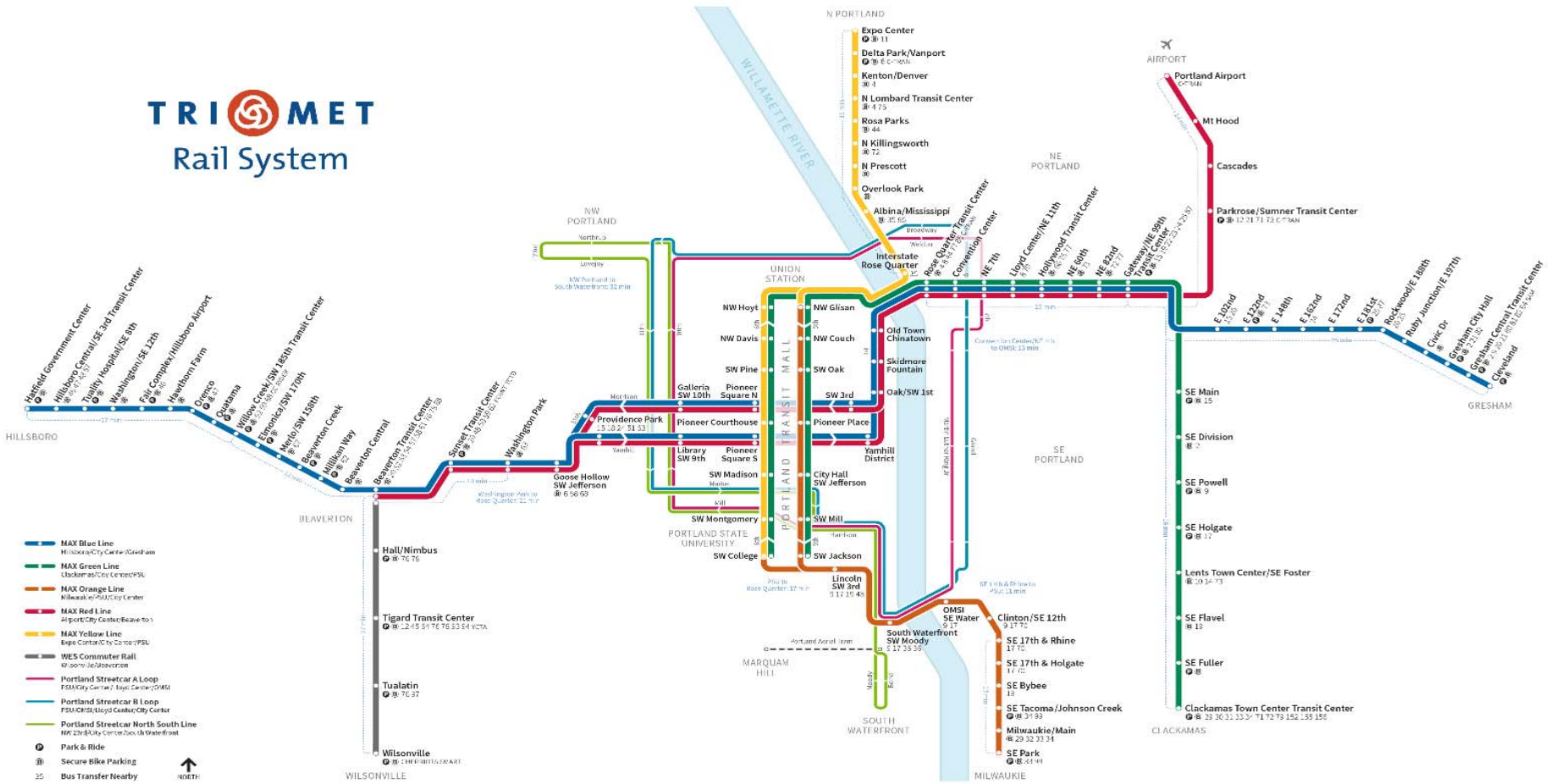
Fund Codes:

- > 20005(b) = Federal Transit Administration discretionary funding supporting the TOD Pilot Program for Transit-Oriented Development Planning
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount

Other

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

TRIMET Rail System



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Fiscal Year 2020 Transit-Oriented Development (TOD) Planning Projects

Click on a header to sort by that column.

Related Links

- [Pilot Program for Transit-Oriented Development Planning](#)

State	Project Sponsor	Amount	Project Description
AZ	City of Phoenix	The City of Phoenix will receive funding to plan for TOD at nine stations of the proposed 10-mile Capitol/I-10 West Extension light rail project.	2,000,000
AZ	City of Tucson	The City of Tucson will receive funding to plan for TOD at all stations of the proposed 14.5-mile BRT project that runs from the Tucson International Airport north to the Tohono Regional Transit Center at the Tucson Mall.	950,000
OR	Tri-County Metropolitan Transportation District of Oregon	Tri-County Metropolitan Transportation District (Tri-Met) will receive funding to plan for TOD on the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.	700,000
PA	Port Authority of Allegheny County	Port Authority of Allegheny County will receive funding to plan for TOD at stations in the segment of the Downtown-Uptown-Oakland-East End BRT project that runs on the Martin Luther King, Jr. East Busway in the City of Pittsburgh and Wilkesburg Borough.	682,500

Pilot Program for Transit-Oriented Development Planning - Section 20005(b)



The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

- On Thursday, June 11, FTA [announced](#) \$23 million in [project selections](#) to 23 organizations nationwide under FTA's TOD Planning Program.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 ODOT Public Transit FY21
 Discretionary Award

Lead Agency: TriMet		Project Type: Transit	ODOT Key: NEW
Project Name: 5307 Mass Transit Vehicle Replacement - FY 2020	13	ODOT Type: Transit	MTIP ID: NEW
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 10928
Short Description: The ODOT funding program will fund 3 replacement buses for TriMet to help ensure the fleet is maintained in good condition		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: Funding source is from the ODOT Public Transit Division under the 5307 Mass Transit Vehicle Replacement funding program. The funding award will support the replacement of 3 TriMet category A vehicles			
STIP Description: TBD			

Last Amendment of Modification: None. The amendment reflects initial project programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State-STBG	2240	2021					\$ 1,564,939	\$ 1,564,939
								\$ -
								\$ -
							Federal Totals:	\$ 1,564,939
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 179,114	\$ 179,114
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,744,053	\$ 1,744,053
							Year Of Expenditure (YOE):	\$ 1,744,053

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: The funding award occurred after lock-down and is now being added to the MTIP.

Amendment Summary:

- The formal amendment adds the new grant funding award for TriMet to procure 3 replacement buses.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1
- > RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 Transportation Choices
- > Goal: Objective 3.1 Travel Choices
- > Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.


Other

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

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Public Transportation Funding Opportunities

Coronavirus (COVID-19)

ADDITIONAL RESOURCES

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.



Funding Opportunities

Mass Transit Vehicle Replacement (Section 5307) Award Recommendation				
Region	Applicant Name	Vehicle Quantity	Vehicle Category	Grant Amount
1	Tri County Metropolitan Transportation District	3	A	\$1,564,939
2	Salem Area Mass Transit District	5	A	\$2,094,298
3	Josephine County	1	C	\$448,650
Total Vehicles		9		
			Total Recommended Award	\$4,107,887

- Funding Opportunities
- Statewide Transportation Improvement Fund
- STF/STIF Consolidation
- Buying and Managing Vehicles and Assets
- Reporting and Agreement Compliance
- Technical Resource Center
- Safety and Compliance Policies that Guide Public Transit
- State Management Plan and Other Policies
- Transit Asset Management

- RAIL RESOURCES**
- System Maps
- Forms and Publications
- Safety and Compliance Rules
- Whistle Noise and Crossing

5307 Mass Transit Vehicle Replacement

✕

Application deadline has passed

Purpose	This federal fund keeps urban fixed-route bus fleets in good condition and replaces large buses which are in service past their established useful life.
Timeline	Application deadline has passed.
Funding	Funds are distributed through a population-based formula. Funding comes from Surface Transportation Program funds from the Federal Highway Administration and 5307 Urbanized Area Formula Grants from the Federal Transit Administration. Project selection is done by an ODOT evaluation committee using a point ranking system. Approved funding allocations are applied for directly with FTA by the awarded agencies.
Match Requirements	Local share is 10.27 percent, federal share 89.73 percent.
Eligible Recipients	Eligible recipients are urban area general public service providers who directly receive Federal Transit Administration 5307 funds.
Eligible Projects	Eligible projects include replacement and right-sizing of Category A and B vehicles.

- [2020-2022 Discretionary Programs Solicitation Webinar PPT](#)
 - [2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)
 - [2020-2022 Discretionary Programs Advance Notice](#)
 - [2019-2021 Formula Programs Solicitation Training Webinar](#)
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Memo

Date: September 24, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: August 2020 MTIP Formal Transition Amendment to the 2021-24 MTIP & Resolution 20-5125 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF COMPLETING REQUIRED TECHNICAL CORRECTIONS THROUGH THE FIRST OF TWO FORMAL TRANSITION AMENDMENTS TO THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS OR CORRECT AND UPDATE CURRENT PROJECT PROGRAMMING INVOLVING PHASE SLIPS, COST ADJUSTMENTS, DELIVERY TIMING UPDATES, AND/OR FUND SWAPS IMPACTING VARIOUS PROJECTS AND AGENCIES (AG21-01-AUG)

BACKGROUND

What This Is:

The August 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. The amendment is being processed under MTIP amendment number AG21-01-AUG and under Resolution 20-5125.

What is the requested action?

JPACT approved Resolution 20-5125 consisting of thirteen projects in the August Formal Transition Amendment Bundle and recommends approval by the Metro Council enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.

About the August Transition Formal Amendment

On July 23, 2020, Metro Council approved the new 2021-24 MTIP. This approval completed over two years of development work, coordination, and reviews among many partners and stakeholders. The 2021-24 MTIP now moves on to the Governor for approval signature and to USDOT for final approval steps. Final approval of the 2021-24 MTIP is expected to occur during early October, 2020.

Due to the long development process, a programming gap results once the new draft MTIP is lock-down to initiate the public review/comment and complete final review steps for final approval in early October 2020. The lock-down for the 2021-202 MTIP occurred as of April 2020. However, the delivery evolution of numerous projects continued from April to present. Phase obligation schedules were modified and updated. Project costs were re-assessed. Delivery timing was extended. All these actions are normal and part of the federal transportation delivery process. Once the lock-down was in place, required changes and updates could not occur to the draft projects in the 2021-24 MTIP. This results in the need for a Transition amendment to now update the 2021-24 MTIP with required technical corrections to existing projects, or add new projects.

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The Transition Amendment functions to fill in the missing gaps and programming pieces that result from the gap period back to April. The changes include programming upgrades to existing projects and add new project (primarily discretionary grant awards) that occurred after April.

The 2021-24 MTIP Transition Amendment is being split into a formal/full amendment and a technical Administrative Modification. The formal/full amendment is being split into two separate amendments: The August 2020 and September 2020 formal/full amendments. Two formal amendments were deemed necessary to ensure we covered end of the year project obligation issues and delays resulting in needed phase slips.

The Formal Transition Amendment is considered a special amendment to the 2021-24 MTIP and generally will cover required updates and changes based on the below areas:

1. Slipping phases from FY 2020 to FY 2021 that were not carried over into the 2021-24 MTIP
2. Adding a new project phases to an existing programmed 2021-24 project that has a significant impact upon the fiscal constraint finding.
3. Adding the full programming for new project not currently included in the 2021-24 MTIP.
4. Completing major fund swaps within a phase or across all project phases that result in a significant impact upon the fiscal constraint finding.
5. Correcting phase funding for planned fall obligations which could have a significant impact upon the fiscal constraint finding which are due to updated design and delivery. Requirements.
6. Updating phase obligation/delivery timing that involve major domino effects to other project phases (e.g. PE is bumped from FY 2021 to FY 2022 resulting in ROW being delayed to FY 2024 and construction pushed out from FY 2024 to FY 2025).
7. Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.

Although the required changes to existing projects are primarily technical corrections, the changes can have a significant impact upon the fiscal constraint finding. The MTIP must demonstrate that the fund programming levels do not exceed the commitment of available funds. Metro's formal amendment process allows the corrections to be made and make required fiscal adjustments to ensure the fiscal constraint finding is maintained. Second, the formal Transition Amendment allows Metro to add the new projects which emerged during the gap period when the MTIP was in lock-down.

The August 2020 Formal Transition Amendment bundle contains a total of thirteen projects. The submission format has been modified from the regular formal amendment process. Because the required changes are technical or relate to adding a new project, FHWA allows for a reduction in the usual required supporting documentation. Exhibit A (MTIP change tables) include any required support documentation. However, the Staff Report has been slimmed down and eliminated the detailed project change overviews to avoid unnecessary duplication. Starting on the next page is a summary of the thirteen projects contained in the August 2020 Formal MTIP Transition Amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 18001 MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	PHASE SLIP Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.	The new construction phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a formal/full amendment to complete
Project #2 ODOT Key 20879 MTIP ID 70873	Metro	Regional Travel Options (2020)	PHASE SLIP: Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 2079 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP	The new Other phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a forma/full amendment to complete
Project #3 ODOT Key 21839 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY23	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #4 ODOT Key 21849 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY24	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #5 ODOT Key 21860 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY25	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)	Adding a new project to the MTIP is required per USDOT MTIP guidelines

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Project #6 ODOT Key 22075 MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<u>ADD NEW PHASE (Construction):</u> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.	The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.	The addition of a new phase, specifically construction, and \$1.55 million of new funding is a significant impact to fiscal constraint requiring a formal/full amendment.
Project #7 ODOT Key 22033 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY22	<u>ADD NEW PROJECT:</u> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #8 ODOT Key 22048 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY23	<u>ADD NEW PROJECT:</u> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #9 ODOT Key 22058 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY24	<u>ADD NEW PROJECT:</u> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #10 ODOT Key 22133 MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	<u>FUND SWAP:</u> Metro STBG funds replace CMAQ funds for the project	The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.	The STBG for CMAQ fund swap is a significant amount impacting the fiscal constraint finding

Project #11 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	MAX Red Line Extension & Reliability Improvements	<u>ADD NEW PROJECT:</u> The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #12 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	<u>ADD NEW PROJECT:</u> The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project	The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #13 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	<u>ADD NEW PROJECT:</u> The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down	The funding award originates from ODOT Mass Transit Vehicle Replacement program.	Adding a new project to the MTIP is required per USDOT MTIP guidelines

As mentioned, the above thirteen projects in the August Formal MTIP Amendment bundle represent part one of the two-part formal transition amendment. Several projects already have been identified for the September Formal Transition Amendment, but are pending final obligations determination and decision to slip to FY 2021. The September Formal Transition Amendment will continue the required clean-up effort to the 2021-24 MTIP.

The Amendment Matrix located on the next page 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.
- 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 supports RTP goals and strategies and/or will contribute to 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 as well.
 - 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 to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System

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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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.	

- Congestion Mitigation Air Quality (CMAQ) impacts
- Transit Asset Management impacts
- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction 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 August Formal Transition MTIP amendment (AG21-01-AUG) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	August 4, 2020
● TPAC notification and approval recommendation.....	August 7, 2020
● Completion of Public Notification Process.....	September 2, 2020
● JPACT approval and recommendation to Council.....	September 17, 2020
● Metro Council approval.....	September 24, 2020

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	October 6, 2020
● Submission of the final amendment package to USDOT.....	NLT October 7, 2020
● ODOT clarification and approval.....	End of October, 2020
● USDOT clarification and final amendment approval.....	Early November, 2020

Note: Submission to ODOT and USDOT of the Metro approved August Formal MTIP Amendment to the must wait until approval of the 2021-24 MTIP. This is expected to occur on or about October 1, 2020.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** 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).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:**
 - a. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Regional Travel Options (RTO) program are preserved for obligation and expenditure during FY 2021.

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- b. Adds three new UPWP project grouping buckets with PL, and 5303 fund estimates for FY 2022, FY 2023, and FY 2024

RECOMMENDED ACTION:

JPACT approved Resolution 20-5125 consisting of thirteen projects in the August Formal Transition Amendment Bundle and recommends approval by the Metro Council enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.

Prior approvals:

- TPAC approval date: August 7, 2020
- JPACT approval date: September 17, 2020

Attachments: None