

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING FOUR) RESOLUTION NO. 22-5299
EXISTING PROJECTS TO ENABLE PENDING)
FEDERAL APPROVAL STEPS AND PHASE) Introduced by: Chief Operating Officer
OBLIGATIONS TO OCCUR) Marissa Madrigal in concurrence with
Council President Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, ongoing reviews of ODOT's Interstate 5 Marquam Bridge to Capitol Highway Active Traffic Management upgrade project revealed a need for an adjusted scope of work and increased funding; and

WHEREAS, ODOT will transfer the remaining unexpended funding from their Regionwide Intelligent Transportation System upgrades project and split needed funding from their Regional Variable Message Signs project grouping bucket to address the work scope and added funding needs for the I-5 Marquam Bridge to Capitol Highway project; and

WHEREAS, Metro and TriMet complete an annual fund exchange of federal Surface Transportation Block Grant funds for local TriMet funds to help both agencies better leverage their allocated funding; and

WHEREAS, Metro is completing the required project conversion of a Surface Transportation Block Grant placeholder project for TriMet to reflect TriMet's planned commitment to support their Preventative Maintenance Program with the Surface Transportation Block Grant funds they receive through the fund exchange; and

WHEREAS, Metro staff reviewed all project changes for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and

WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on December 2, 2022, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 15, 2022, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the four projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this **5th** day of January 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-5299

December FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full
 Amendment #: DC23-04-DEC
 Total Number of Projects: ~~6~~ 4

Modification #1
Keys 21638 & 21614 are deleted
from the amendment bundle

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 20474 MTIP ID 71002	ODOT	Regionwide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1	<u>SPLIT & CANCEL:</u> The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result, Key 20474 is canceled.
(#2) ODOT Key # 21601 MTIP ID 71155	ODOT	Portland Metro and Surrounding Areas Variable Message Signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	<u>SPLIT & TRANSFER:</u> The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.
(#3) ODOT Key # 21602 MTIP ID 71156	ODOT	I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	<u>COMBINE:</u> The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.
(#4) ODOT Key # 21638 MTIP ID 71191	ODOT	OR213: I-205—OR211 OR213: Glen Oak Rd—S Barnards Rd Sec.	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<u>LIMITS CHANGE—MAJOR</u> The project limits and scope elements are reduced based on the ODOT Traffic Section assessment for the project

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#5) ODOT Key # 21614 MTIP ID 71168	ODOT	US26: SE 8th Ave—SE 87th Ave US26: SE 8th Ave—SE 58th Ave Sec.	Update signals and improve intersection warning signage to improve safety on this section of highway.	SCOPE CHANGE: The formal amendment adjusts the project name, limits, and adds funding to support the revised project scope. The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced.
(#4) ODOT Key # 21164 Key will be changed when advanced into FFY 2023 MTIP ID 71103	TriMET	Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on- going maintenance of Bus and Rail fleets in TriMet's 3- county service district.	SCOPE CHANGE/ADVANCE: The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet's confirmation to use the STBG fund exchange from Metro in support of the Preventative Maintenance program

12/4/2022 – Staff Added Note:

Keys 21638 and 21614 both were processed and approved as part of the October FFY 2023 Formal Amendment bundle. Both project amendment requests were left in the "MTIP unprocessed folder" and inadvertently added to the December FFY 2023 Formal Amendment bundle by mistake. The mistake was identified before the TPAC meeting on 12/2/2022. TPAC members were notified of the processing mistake, and authorized through Modification #1 to remove the two projects during the meeting. The modified formal amendment bundle decreases from six projects to four projects and now contains required changes to project Key numbers 20474, 21601, 21602, and 22164. As of 12/4/2022, Keys 21638 and 21614 have been removed from the amendment bundle.

2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 20474 is an active prior obligated project which obligated its PE funding in FFY 2020. The remaining unexpended funding is being transferred to Key 21602.



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
SPLIT & CANCEL
 Transfer scope and unexpended funds to Key 21602

Lead Agency: ODOT			Project Type: Highway	ODOT Key: 20474
Project Name: Regionwide ITS Improvements and Upgrades	1	Fiscal Constraint Cat: Capital		MTIP ID: 71002
		ODOT Type: SM&O		Status: Canceled
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Performance Goal: None		Comp Date: N/A
		Capacity Enhancing: No		RTP ID: 11584
		Conformity Exempt: Yes		RTP Approval: 12/6/2018
		On CMP: No		Trans Model: 12/6/2018
		30 Day Notice Begin: 11/29/2022		TCM Project: No
		30 Day Notice End: 12/30/2022		TSMO Award: No
		Funding Source: ODOT		TSMO Cycle: N/A
		Funding Type: ST STBG		RFFA ID: N/A
		State Highway Route: Regional		RFFA Cycle: N/A
		Mile Post Begin: N/A		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
		Length: N/A		Past Amend: 2
		Flex Transfer to FTA: No		Council Appr: Yes
FTA Conversion Code: N/A		Council Date: 12/5/2022		
1st Year Program'd: 2020		OTC Approval: No		
Years Active: 3		OTC Date: N/A		
STIP Amend #: 21-24-2735			MTIP Amnd #: DC23-04-DEC	

Detailed Description: None

STIP Description: Install new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Multnomah, Washington, Clackamas, and Hood River counties. This project will provide drivers and ODOT staff with information on road conditions and enable the appropriate response.

Last Amendment of Modification: Administrative - October 2021 - OC21-03-OCT - SPLIT PROJECT: The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle).

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
State STBG	M24E	2020	-	\$ 156,669				\$ -
State STBG	M24E	2020		\$ 41,603				\$ 41,603
AC-STBGS	ACP0	2020		\$ 147,796				\$ -
								\$ -
							Federal Totals:	\$ 41,603
State Funds								
State	Match	2020		\$ 17,931				\$ -
State	Match	2020		\$ 4,762				\$ 4,762
State	Match	2020		\$ 16,916				\$ -
								\$ -
							State Total:	\$ 4,762
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 339,312	\$ -	\$ -	\$ -	\$ 339,312
Phase Totals After Amend:			\$ -	\$ 46,365	\$ -	\$ -	\$ -	\$ 46,365
Total Project Cost Estimate (all phases):							\$	46,365
Year of Expenditure Cost Amount:							\$	46,365

Programming Summary Details

if short programmed, why is the project short programmed? The project is not short programmed.

Phase Change Amount:	\$ -	\$ (292,947)	\$ -	\$ -	\$ -	\$ (292,947)
Phase Change Percent:	0%	-86%	0%	0%	0%	-86.3%
Revised Match Federal:	\$ -	\$ 4,762	\$ -	\$ -	\$ -	\$ 4,762
Revised Match Percent:	N/A	10.27%	N/A	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 46,365				Federal Aid ID
Federal Funds Obligated:		\$ 41,603				SA00(318)
Initial Obligation Date:		12/13/2019				Other Notes
EA Number:		PE003170				Initial PE research determined scope cost will be outside of budget
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

MTIP Programming Consistency Check Details and Glossary

General Areas

- 1 Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- 2 Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- 3 This amendment to the MTIP completes what action: The formal amendment transfers the remaining unexpended funding (\$292,947 total) to Key 21602 along with the scope elements. Initial research and scope evaluation determined the total project cost was well outside of the available budget. The unexpended funds and scope will be applied to the "I-5: Marquam Bridge to Capitol Hwy" project in Key 21602 which will install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. The scope surrounds the need for the Iowa site improvement location initially in Key 20474 to be shifted to Key 21602 which ODOT has deemed a high priority. The actions to Key 20474 result in the project being canceled which triggers the need for the formal amendment.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 through December 30, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected.
6	Added clarifying notes: The scope and funds transfer are considered a later move, but because Key 20474 is canceled as a result changes to Keys 20602 and 20601 are combined into the formal amendment.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. Since the scope and remaining funding is being transferred to Key 21602, performance requirement considerations are also shifted to Key 21602.
2A	Does the amendment include fiscal updates? Yes and No. Yes, the remaining unexpended funds are transferred to another existing project in Key 21602. No. No new funds are being applied to Key 20474. The fund transfer is considered a lateral shift within existing constrained years from a fiscal constraint viewpoint.
2B	What is the funding source for the project? Remaining obligated funds are State STBG funds.
2C	Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply

3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas.
4	What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing or exceeds \$100 million in cost as a result of the cancellation.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment? No. The project is not part of the UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A. The project is not part of the UPWP.

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. The project only began PE activities which were designated to be region wide.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	M24E	SURFACE TRANS FLEX MAP-21 EXT		100.00%	46,365.00	89.73%	41,603.31	10.27%	4,761.69	0.00%	0.00
	Y030	Redistribution of Certain Authorized Funds IJJA		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	46,365.00		41,603.31		4,761.69		0.00
CN	Z240	SURFACE TRANSP BLOCK GRFS-FLEX		0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	CN Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals					46,365.00		41,603.31		4,761.69		0.00

PE phase evaluated improvements regionally across all three counties within the Metro MPA. Specific improvement locations will be identified in Key 21602



2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 21601 functions as an ITS project grouping funding bucket. A portion of the funding is being transferred and combined into Key 21602.



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
SPLIT & TRANSFER
 Split, transfer, and combine funds into Key 21602

Lead Agency: ODOT			Project Type: Other	ODOT Key: 21601
Project Name: Portland Metro and Surrounding Areas Variable Message Signs	2	Fiscal Constraint Cat: SM&O	MTIP ID: 71155	
		ODOT Type: SM&O	Status: N/A	
Project Status: Not Applicable. Key 21601 functions as a project grouping revenue bucket supporting various region-wide active traffic management improvement elements such as intelligent transportation system (ITS) upgrades. When approved, funding is split off Key 21601 and applied to specific eligible projects.		Performance Goal: Safety	Comp Date: 12/31/2024	
		Capacity Enhancing: No	RTP ID: 11104 11584	
		Conformity Exempt: Yes	RTP Approval: 12/6/2018	
		On CMP: No	Trans Model: 12/6/2018	
		30 Day Notice Begin: 11/29/2022	TCM: No	
		30 Day Notice End: 12/30/2022	TSMO Award: No	
		Funding Source: ODOT	TSMO Cycle: N/A	
		Funding Type: St STBG	RFFA ID: N/A	
		State Highway Route: Regional	RFFA Cycle: N/A	
		Mile Post Begin: Regional	UPWP: No	
		Mile Post End: Regional	UPWP Cycle: N/A	
		Length: N/A	Past Amend: 1	
		Flex Transfer to FTA: No	Council Appr: Yes	
		FTA Conversion Code: N/A	Council Date: 12/5/2022	
1st Year Program'd: 2023	OTC Approval: No			
Years Active: 1	OTC Date: N/A			
STIP Amend #: 21-24-2735			MTIP Amnd #: DC23-04-DEC	

Detailed Description: Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

STIP Description: Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

Last Amendment of Modification: Administrative - August 2022 - AM22-29-AUG4 - Slip PE phase to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
State STBG	Z240	2023		\$ 294,707				\$ 294,707
State STBG	Z240	2024					\$ 1,179,128	\$ -
State STBG	Z240	2024					\$ 239,195	\$ 239,195
								\$ -
							Federal Totals:	\$ 533,902
State Funds								
State	Match	2023		\$ 33,731				\$ 33,731
State	Match	2024					\$ 134,956	\$ -
State	Match	2024					\$ 27,377	\$ 27,377
								\$ -
							State Total:	\$ 61,108
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 328,438	\$ -	\$ -	\$ 1,314,084	\$ 1,642,522
Phase Totals After Amend:			\$ -	\$ 328,438	\$ -	\$ -	\$ 266,572	\$ 595,010
Total Project Cost Estimate (all phases):							\$	595,010
Year of Expenditure Cost Amount:							\$	595,010

Programming Summary Details

Why project is short programmed: N/A. The project is being reduced to support scope elements and funding needs in Key 20602

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (1,047,512)	\$ (1,047,512)
Phase Change Percent:	0%	0%	0%	0%	-79.7%	-63.8%
Revised Match Federal:	\$ -	\$ 33,731	\$ -	\$ -	\$ 27,377	\$ 61,108
Revised Match Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		N/A		N/A		Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes: Funds will be split off and applied to other eligible projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

- Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- This amendment to the MTIP completes what action: The formal amendment transfers funding and combines it into Key 21602. Key 21601 functions as an ITS project grouping bucket with revenues dedicated to active traffic management. The purpose of the Portland Metro and surrounding areas variable message signs project (K21601) is the replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. The proposed change will move funds to K21602 to deliver improvements at four locations on I-5 between the Marquam Bridge and Capitol Highway. This one of two funding contributions to Key 21602 with the other from Key 20474. The added funding supports ITS scope elements combined from Key 20474 into Key 21602.
- MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Region 1 Director's approval letter (applies to all actions with Keys 20474, 21601, and 21602).

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 to December 30, 2022.
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes.
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes.
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. If they occur, they will be combined into an amendment log and forwarded to Metro's Communication staff for review and evaluation.
6	Added clarifying notes: actions to Key 20601 is part of a three-project amendment with fund transfers from Key 20474 and 21601 being combined into Key 21602.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. Safety
2A	Does the amendment include fiscal updates? Yes. However, the adjustments to Key 21601 are considered a lateral transfer within constrained years to Key 21602.
2B	What is the funding source for the project? ODOT managed funds
2C	Was the Proof-of Funding requirement satisfied and how? Region 1 Director's approval letter to complete the funds transfer and combining Key 21602.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 93.126, Table 2
2B	What is the exception category per the regulation: Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No. The project is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date of 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. The project is not capacity enhancing and does not require transportation demand modeling to be completed.
4	What RTP Goal(s) does the project support? Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing nor does exceed \$100 million in cost.
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UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's annual UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable. The project is not part of the UPWP.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. The project is a ITS revenue support project grouping bucket supporting active traffic management projects across Region 1.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Key Number: **21601** **2021-2024 STIP**

Project Name: **Portland Metro and surrounding areas variable** **(DRAFT AMENDMENT**

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	328,437.00	89.73%	294,706.52	10.27%	33,730.48	0.00%	0.00
	PE Totals				100.00%	328,437.00		294,706.52		33,730.48	0.00
CN	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	266,572.00	89.73%	239,195.06	10.27%	27,376.94	0.00%	0.00
	CN Totals				100.00%	266,572.00		239,195.06		27,376.94	0.00
Grand Totals							595,009.00		533,901.58		61,107.42

Page 1 copy of Region 1 Director's letter authorizing funding transfers and adjustments



Oregon
2025 Oregon Centennial

DATE: October 17, 2022

TO: D&O Administrator

FROM: Rian Windsheimer
 Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to reduce scope and funding on *Portland Metro and surrounding areas variable message signs* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) reducing scope and budget on *Portland Metro and surrounding areas variable message signs* project.

Project being reduced:

Portland Metro and surrounding areas variable message signs (K21601)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2023	\$328,437	\$328,437
Construction	2024	\$1,314,085	\$266,572
TOTAL		\$1,642,522	\$595,009

2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-NOV

Summary Reason for Change: Key 21602 receives funds transferred from Keys 20474 and 21601 enabling 21602 to deliver its scope elements.



Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
 COMBINE**
 Transfer of scope and unexpended
 funds from Key 20474

Lead Agency: ODOT			Project Type:	Highway	ODOT Key:	21602
Project Name: I-5: Marquam Bridge - Capitol Highway	3	Fiscal Constraint Cat:	Capital	MTIP ID:	71156	
		ODOT Type	SM&O	Status:	4	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Goal:	None	Comp Date:	12/31/2028	
		Capacity Enhancing:	No	RTP ID:	11104 11584	
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018	
		On CMP:	Yes	Trans Model:	12/6/2018	
		30 Day Notice Begin:	11/29/2022	TCM Project:	No	
		30 Day Notice End:	12/30/2022	TSMO Award	No	
		Funding Source	ODOT	TSMO Cycle	N/A	
		Funding Types:	ST STBG Redist NHPP	RFFA ID:	N/A	
		State Highway Route	I-5	RFFA Cycle:	N/A	
		Mile Post Begin:	295.10	UPWP:	No	
	Mile Post End:	299.70	UPWP Cycle:	N/A		
	Length:	4.60	Past Amend:	2		
	Flex Transfer to FTA	No	Council Appr:	Yes		
	FTA Conversion Code:	N/A	Council Date:	12/5/2022		
	1st Year Program'd:	2021	OTC Approval:	No		
	Years Active:	3	OTC Date:	N/A		
Short Description: Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.			STIP Amend #: 21-24-2735		MTIP Amnd #: DC23-04-DEC	

Detailed Description: Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

STIP Description: Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

Last Amendment of Modification: Administrative - April 2022 - AM22-16-APR1 - Phase slips – ROW to FFY 2023 plus UR and Cons to FFY 2024

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (UR + Other)	Construction	Total
Federal Funds								
State STBG	Z240	2021		\$ 845,192				\$ -
State STBG	Z240	2021		\$ 1,811,208				\$ 1,811,208
Redist-IIJA	Y030	2021		\$ 262,861				\$ 262,861
AC-NHPP	ACPO	2023			\$ 18,544			\$ -
NHPP	Z001	2023			\$ 18,544			\$ 18,544
AC-NHPP	ACPO	2024				\$ 61,810		\$ -
NHPP	Z001	2024				\$ 535,821		\$ 535,821
AC-NHPP	ACPO	2024					\$ 6,361,843	\$ -
NHPP	Z001	2024					\$ 6,025,973	\$ 6,025,973
								\$ -
							Federal Totals:	\$ 8,654,407

Notes:

1. AC-NHPP to NHPP = Advance Construction conversion code update
2. Other phase = UR + STIP Other phase combined together

State Funds								
State	Match	2021		\$ 71,303				\$ -
State	Match	2021		\$ 152,800				\$ 152,800
State	Match	2021		\$ 30,086				\$ 30,086
State (NHPP)	Match	2023			\$ 1,564			\$ 1,564
State (UR)	Match	2024				\$ 5,215		\$ -
State (UR+Oth)	Match	2024				\$ 45,204		\$ 45,204
State	Match	2024					\$ 536,707	\$ -
State	Match	2024					\$ 358,577	\$ 358,577
								\$ -
							State Total:	\$ 588,231

Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 916,495	\$ 20,108	\$ 67,025	\$ 6,898,550	\$ 7,902,178		
Phase Totals After Amend:	\$ -	\$ 2,256,955	\$ 20,108	\$ 581,025	\$ 6,384,550	\$ 9,242,638		
Total Project Cost Estimate (all phases):							\$	9,242,638
Year of Expenditure Cost Amount:							\$	9,242,638

Programming Summary Details							
if short programmed, why is the project short programmed? The project is not short programmed.							
Phase Change Amount:	\$ -	\$ 1,340,460	\$ -	\$ 514,000	\$ (514,000)	\$ 1,340,460	
Phase Change Percent:	0%	146%	0%	767%	-7.5%	17.0%	
Revised Match Federal:	\$ -	\$ 182,886	\$ 1,564	\$ 45,204	\$ 358,577	\$ 588,231	
Revised Match Percent:	N/A	8.10%	7.78%	7.78%	5.62%	6.36%	

- Notes:
1. PE has split match requirement. STBG = 10.27% while Redistribution = 7.78%. Revised match percent combines both
 2. UR/Other are combined. Both phase funding levels are set at 92.22% federal with a 7.78% minimum match

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 2,256,955				Federal Aid ID
Federal Funds Obligated:		\$ 2,074,069				S001(540)
Initial Obligation Date:		11/5/2020				
EA Number:		PE003244				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment completes the transfers and required combining actions of the remaining unexpended funding (\$292,947 total) from Key 20474 and funding from Key 21601.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? November 29, 2022 through December 30, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected.

6 Added clarifying notes: The scope and funds transfer are considered a lateral move, but because Key 20474 is canceled as a result changes to Keys 21602 and 21601 are combined into the formal amendment.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety.
2A	Does the amendment include fiscal updates? Yes The remaining unexpended funds from Key 20474 are transferred to Key 21602. Additional funds from Key 21601 also are being transferred into Key 20602. However, the transfer represents a lateral move for the funds within existing constrained years.
2B	What is the funding source for the project? The transfer of funds from Keys 20474 and 21601.
2C	Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas.
4	What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The is not capacity enhancing or exceeds \$100 million in cost as a result of the cancelation.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A. The project is not part of the UPWP.

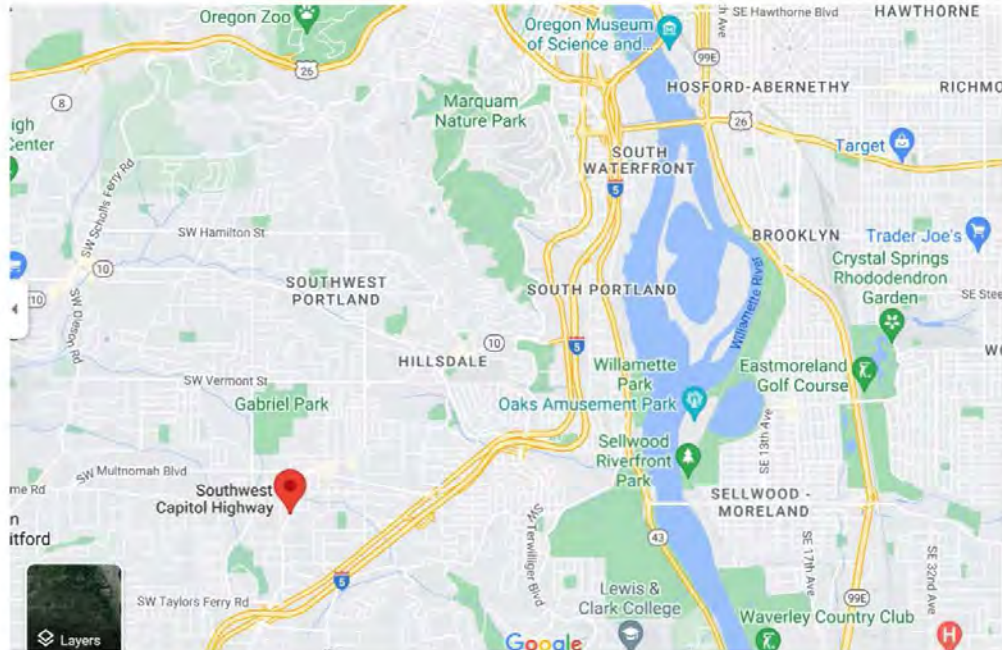
Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. The project is located on the NHS. I-5 is designated part of the Eisenhower Interstate System
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. The project is located on the Metro Motor Vehicle, Transit and Freight modeling networks.
2B	What is the Metro modeling designation? - Motor Vehicle network = Throughway - Transit System = Frequent Bus - Freight Network = Main Roadway Route
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-NHPP	Federal Advance Construction funds used under logic of advance construction with an expect final conversion code to be National Highway Performance Program funds.
NHPP	Federal National Highway Performance Program funds appropriated to ODOT and committed to eligible project improvements
Redist-IIJA	Federal Redistribution funds from the IIJA legislation. Redistribution is normally an annual process where FHWA redistributes federal funds from t other states that did not meet their obligation targets. States that do meet their obligation targets receive a portion of the fund redistribution as a reward. Generally, the fund redistribution has a flexible use criteria and are considered similar to STBG unless FHWA places eligibility conditions upon the funds.
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.


Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y030	Redistribution of Certain Authorized Funds IIIA		12.98%	292,947.00	89.73%	262,861.34	10.27%	30,085.66	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		87.02%	1,964,008.00	92.22%	1,811,208.18	7.78%	152,799.82	0.00%	0.00
	PE Totals			100.00%	2,256,955.00		2,074,069.52		182,885.48		0.00
RW	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	20,108.00	92.22%	18,543.60	7.78%	1,564.40	0.00%	0.00
	RW Totals			100.00%	20,108.00		18,543.60		1,564.40		0.00
UR	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	67,025.00	92.22%	61,810.46	7.78%	5,214.54	0.00%	0.00
	UR Totals			100.00%	67,025.00		61,810.46		5,214.54		0.00
CN	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	6,384,550.00	92.22%	6,025,972.91	7.78%	358,577.09	0.00%	0.00
	CN Totals			100.00%	6,384,550.00		6,025,972.91		358,577.09		0.00
OT	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	514,000.00	92.22%	474,010.80	7.78%	39,989.20	0.00%	0.00
	OT Totals			100.00%	514,000.00		474,010.80		39,989.20		0.00
Grand Totals					9,242,638.00		8,654,407.29		588,230.71		0.00



2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: The project involves the annual Metro-TriMet STBG for Local funds exchange. The project is being updated to reflect how TriMet will use the STBG from Metro.

	<p>Metro</p> <p>2021-26 Metropolitan Transportation Improvement Program (MTIP)</p> <p>PROJECT AMENDMENT DETAIL WORKSHEET</p>	<p>MTIP Formal Amendment</p> <p>SCOPE CHANGE/ADVANCE</p> <p>Update project to reflect as Prevent Maint Support Project</p>
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Lead Agency: Metro TriMet		Project Type: Local Road Transit		ODOT Key: 22164 New TBD
Project Name: Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	4	Fiscal Constraint Cat: Capital Maint.	ODOT Type: TBD	MTIP ID: 71103
		Performance Goal: Congest Mitigation	Status: T22	
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing: No	RTP ID: 11103 11335	RTP Approval: 12/6/2018
		Conformity Exempt: Yes	RTP Approval: 12/6/2018	Trans Model: 12/6/2018
		On CMP: No	30 Day Notice Begin: 11/29/2022	TCM: No
		30 Day Notice End: 12/30/2022	Funding Source Metro	TSMO Award No
		Funding Type: STBG	Funding Type: STBG	TSMO Cycle N/A
		State Highway Route No	State Highway Route No	RFFA ID: N/A
		Mile Post Begin: N/A	Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	Mile Post End: N/A	UPWP: No
		Length: N/A	Length: N/A	UPWP Cycle: N/A
		Flex Transfer to FTA YES	Flex Transfer to FTA YES	Past Amend: 0
FTA Conversion Code: 5307	FTA Conversion Code: 5307	Council Appr: Yes		
1st Year Program'd: 2025	1st Year Program'd: 2025	Council Date: 12/5/2022		
Years Active: 0	Years Active: 0	OTC Approval: No		
STIP Amend #: TBD	STIP Amend #: TBD	OTC Date N/A		
			MTIP Amnd #: DC23-04-DEC	

Detailed Description: ~~Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that:~~

- ~~• Bring people to live and work within walking distance of high quality transit;~~
- ~~• Creates new market comparables for more compact development;~~
- ~~• Cultivates developers with expertise in compact and mixed-use building in suburban settings;~~
- ~~• Increases acceptance of urban style buildings through high quality design;~~
- ~~• Contributes to placemaking and local identity; and~~
- ~~• Support housing affordability.~~

~~By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2023 allocation year)~~

TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs. (FFY 2023 allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2025	-				\$ 3,600,373	\$ -
STBG-U	Z230	2023					\$ 3,600,373	\$ 3,600,373
							\$	-
							Federal Totals:	\$ 3,600,373
State Funds								
							\$	-
							\$	-
							State Total:	\$ -

Local Funds								
Local	Match	2025	-			\$ 412,079	\$ -	
Local	Match	2023				\$ 412,079	\$ 412,079	
Other funds = local overmatch contribution							Local Total	\$ 412,079
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452	
Total Project Cost Estimate (all phases):							\$	4,012,452
Year of Expenditure Cost Amount:							\$	4,012,452

Programming Summary Details							
Why project is short programmed:							
Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0%	0%	0%	0%	0%	0%	0%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ 412,079	\$ 412,079	\$ 412,079
Revised Match Percent:	N/A	N/A	N/A	N/A	10.27%	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:					\$ 4,012,452	Federal Aid ID
Federal Funds Obligated:					\$ 3,600,373	N/A
Initial Obligation Date:					Pending	Other Notes STBG will be flexed transferred to FTA and obligated through TrAMS
EA Number:					N/A	
EA Start Date:					N/A	
EA End Date:					N/A	
Known Expenditures:					\$ -	

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action:
4	MTIP Programming Submitted Supporting Documentation: TPAC agenda item with initial rankings
Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required?
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff?
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply?
2A	Does the amendment include fiscal updates?
2B	What is the funding source for the project?
2C	Was the Proof-of Funding requirement satisfied and how?
2D	Was overall fiscal constraint demonstrated?

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3?
2B	What is the exception category per the regulation:
3A	Is the project considered capacity enhancing?
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment?
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support?
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant)

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP
1B	Can the MTIP amendment proceed ahead of the UPWP amendment?
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)?

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)?
2B	What is the Metro modeling designation?
3	Is the project designated as a Transportation Control Measure (TCM)?
4	Is the project location identified on a Congestion Management Plan route?

Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
5307	Federal Transit Administration funding code from section 5307. 5307 funds are appropriated via a formula to eligible transit agencies in their urbanized zone areas (UZA). Fund eligibility includes planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In this specific case, TriMet will flex transfer the STBG overt to FTA. The funds will be converted to 5307 to support their Preventative Maintenance program.

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ODOT Key: 22164 | MTIP ID: 71103

Transit Oriented Development (TOD) program (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$3,600,373	\$412,079		\$4,012,452	<input type="checkbox"/>
	2023	STBG-URBAN	\$3,600,373	\$412,079		\$4,012,452	
Totals >>			\$3,600,373	\$412,079	\$0	\$4,012,452	



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 19, 2022
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December FFY 2023 MTIP Formal Amendment & Resolution 22-5299 Approval Request
– MODIFICATION #1

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING FOUR EXISTING PROJECTS TO ENABLE PENDING FEDERAL APPROVAL STEPS AND PHASE OBLIGATIONS TO OCCUR

BACKGROUND

What This Is:

The December FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle address needed scope, limits, and funding adjustments to four projects enabling the next federal approval step or phase obligations to occur. The summary of changes includes the following:

- Three ODOT projects (Keys 20474, 21601, and 21602) are involved in funding and scope splits (from 20474 and 21601) to be combined into Key 21602.
- The two projects include Key 21638 and 21614. Both projects were previously processed and approved as part of the October FFY 2023 Formal Amendment bundle. Through Modification #1, Keys 21638 and 21614 are removed from the December 2023 Formal MTIP Amendment bundle.
- The fourth project updates and confirms the Metro-TriMet annual fun exchange to Key 22164. TriMet receives STBG in exchange for local funds Metro will use for Transit Oriented Development (TOD) outreach activities. TriMet will use the federal Surface Transportation Block Grant funds to support their annual Preventative Maintenance program.

What is the requested action?

JPACT approved Resolution 22-5299 on December 15, 2022 and now recommends Metro Council provide the final approval step to Resolution 22-5299 consisting of the four remaining amended projects enabling federal reviews and fund obligations to then occur.

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

December FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: DC23-04-DEC				
Total Number of Projects: 4				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 20474 MTIP ID 71002	ODOT	Regionwide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1	<u>SPLIT & CANCEL:</u> The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result Key 20474 is canceled.
(#2) ODOT Key # 21601 MTIP ID 71155	ODOT	Portland Metro and Surrounding Areas Variable Message Signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	<u>SPLIT & TRANSFER:</u> The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.
(#3) ODOT Key # 21602 MTIP ID 71156	ODOT	I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	<u>COMBINE:</u> The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.
(#4) ODOT Key # 21638 MTIP ID: 71191	ODOT	OR213: I-205 – OR211 OR213: Glen Oak Rd – S Barnards Rd Sec.	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<u>LIMITS CHANGE – MAJOR</u> The project limits and scope elements are reduced based on the ODOT Traffic Section assessment for the project
(#5) ODOT Key # 22614 MTIP ID: 71168	ODOT	US26: SE 8th Ave – SE 87th Ave US26: SE 8th Ave – SE 58th Ave Sec.	Update signals and improve intersection warning signage to improve safety on this section of highway.	<u>SCOPE CHANGE:</u> The formal amendment adjusts the project name, limits, and adds funding to support the revised project scope.

				<p>The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced.</p>
<p>(#4) ODOT Key # 22164 MTIP ID: 71103</p>	<p>Metro TriMet</p>	<p>Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)</p>	<p>Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district.</p>	<p>SCOPE CHANGE/ADVANCE: The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet's confirmation to use the STBG fund exchange from Metro in support of the Preventative Maintenance program</p>

AMENDMENT BUNDLE SUMMARY:

The initial December FFY 2023 Formal MTIP Amendment bundle contained six projects and has been modified to four projects. Two projects were previously processed and approved as part of last October's FFY 2023 Formal Amendment bundle. The mistake was caught shortly before the TPAC meeting. A revised amendment consisting of four projects and deletes Key 21638 and 21614 is now proposed for the December FFY 2023 Formal Amendment bundle. All related materials have been corrected to reflect the amendment bundle with only four projects.

The amendment bundle is proceeding under amendment number DC23-04-DEC with no other changes approved by TPAC. All projects are completing a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on November 29, 2022, and closes on December 30, 2022.

TPAC December 2, 2022 Meeting Summary:

Ken Lobeck, Metro staff provided TPAC members their MTIP amendment notification overview of the amendment bundle contents. He advised TPAC members of the processing mistake involving Keys 21638 and 21614. Both projects are ODOT safety upgrade projects. Upon review of the scope and limits ODOT's Traffic Division determined both safety improvement projects did not require the full proposed scope and limits. The amendment requested an adjustment to the project limits and modification to the scope.

DECEMBER FFY 2023 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: DECEMBER 19, 2022

Both projects were process and approved as part of the October FFY 2023 Formal MTIP Amendment bundle. Around the same time Metro complete a Microsoft Office and Outlook email system upgrade. An upgrade error occurred in the MTIP Amendment email submission folder. Both projects remained in the “unprocessed” section of the amendment email folder. Unfortunately, both projects were missed as already processed and inadvertently added again to the December FFY 2023 Formal Amendment bundle. Staff was contacted about the double processing issues a day prior to TPAC. Appropriate corrections to remove both projects were and approved by TPAC under Modification #1. The modified amendment bundle was approved by TPAC and now moves on to JPACT.

JPACT December 15, 2022 Meeting Summary:

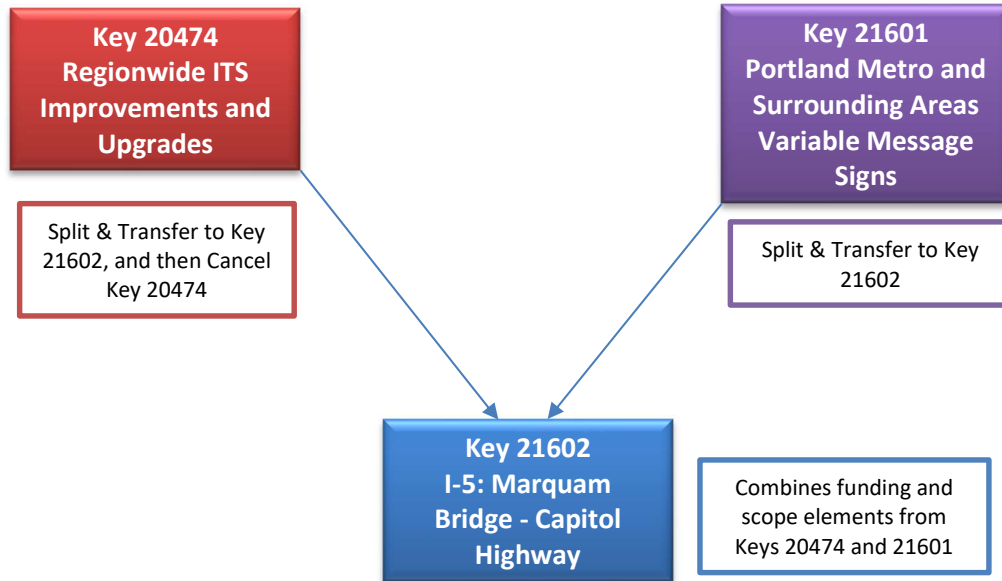
The December FFY 2023 Formal MTIP Amendment was included on the JPACT Consent agenda. The passed unanimously with no discussion.

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

Project #1 Key 20474	Regionwide ITS Improvements and Upgrades (Split & Cancel) Lead Agency: ODOT
<u>Project Description:</u> Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 20474 • MTIP ID#: 71002 • RTP ID: 11584 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No. • Performance Measurements applicable: No. Remaining scope is being transferred to Key 21602 • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<u>Description of Changes</u> The formal amendment transfers the remaining unexpended funding (\$292,947 total) to Key 21602 along with the scope elements. Initial research and scope evaluation determined the total project cost was well outside of the available budget. The unexpended funds and scope will be applied to the "I-5: Marquam Bridge to Capitol Hwy" project in Key 21602 which will install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. The scope surrounds the need for the Iowa site improvement location initially in Key 20474 to be shifted to Key 21602 which ODOT has deemed a high priority. The actions to Key 20474 result in the project being canceled which triggers the need for the formal amendment.	

Key 20474 also is a “prior obligated project”. It is currently active, but does not appear in the active 2021-24 MTIP. The PE obligation occurred in FFY 2020. The project will remain in the MTIP and STIP historical databases reflecting the changes. However, because Key 20474 is a prior obligated project, the updated changes will not appear as an active and visible project.

Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 20601, and 20602
 All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management (ATM) improvements

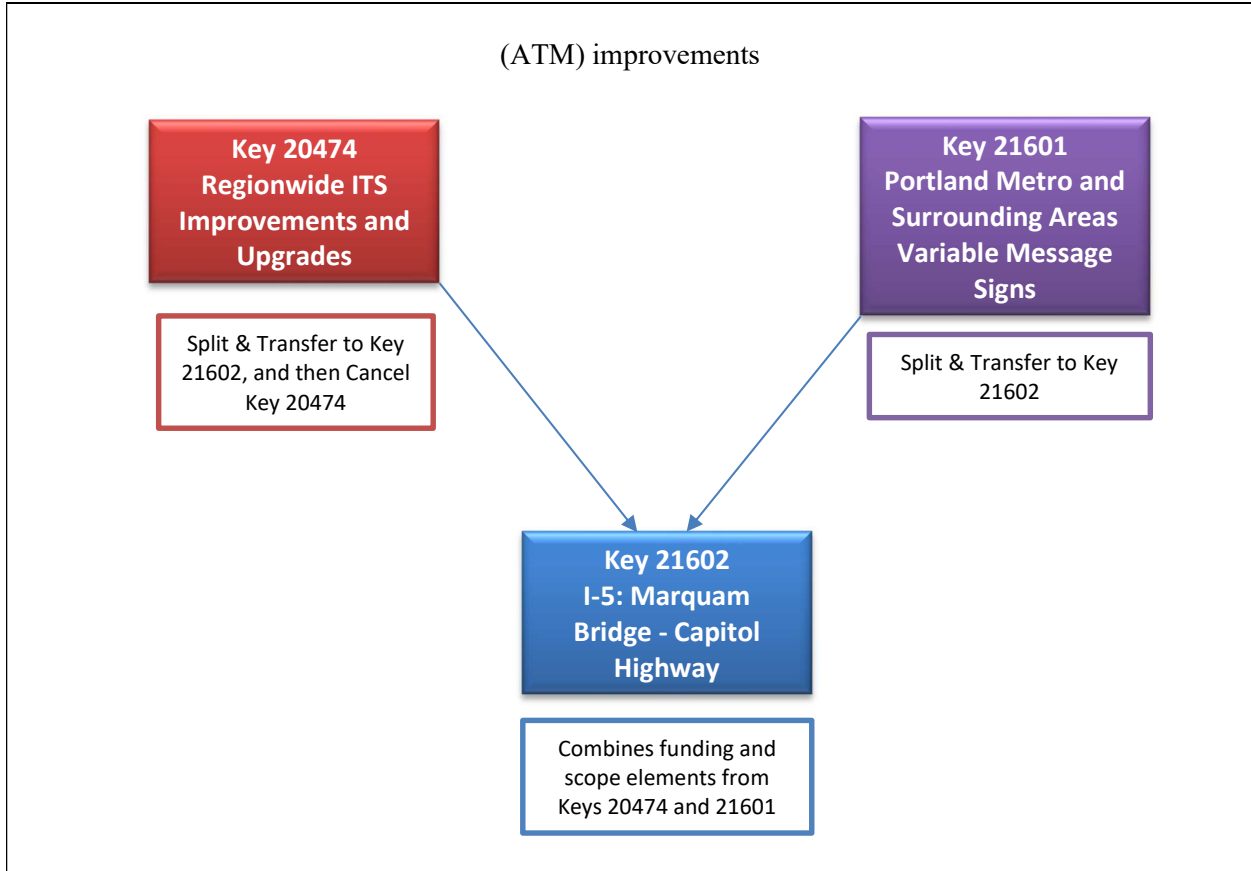


Support Item(s): Location Map

The project’s PE phase evaluated improvements regionally across all three counties within the Metro MPA. Key 20474 is considered a regional project with specific improvement locations assigned to other projects.



Project #2 Key 21601	Portland Metro and Surrounding Areas Variable Message Signs (Split & Transfer) Lead Agency: ODOT
<p><u>Project Description:</u> Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 21601 • MTIP ID#: 71155 • RTP ID: 11584 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No. • Performance Measurements applicable: No. Funding is being split and transferred to Key 21602 • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<p><u>Description of Changes</u> The formal amendment splits and transfers funding, and combines the funds into Key 21602. Key 21601 functions as an ITS project grouping bucket with revenues dedicated to active traffic management.</p> <p>The purpose of the Portland Metro and surrounding areas variable message signs project (K21601) is the replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.</p> <p>The proposed change will move funds to K21602 to deliver improvements at four locations on I-5 between the Marquam Bridge and Capitol Highway. This one of two funding contributions to Key 21602 with the other from Key 20474. The added funding supports ITS scope elements combined from Key 20474 into Key 21602.</p> <p>Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 21601, and 21602 All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management</p>	



Support Item(s): Summary of funding transfer:

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) reducing scope and budget on *Portland Metro and surrounding areas variable message signs* project.

Project being reduced:

Portland Metro and surrounding areas variable message signs (K21601)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2023	\$328,437	\$328,437
Construction	2024	\$1,314,085	\$266,572
	TOTAL	\$1,642,522	\$595,009

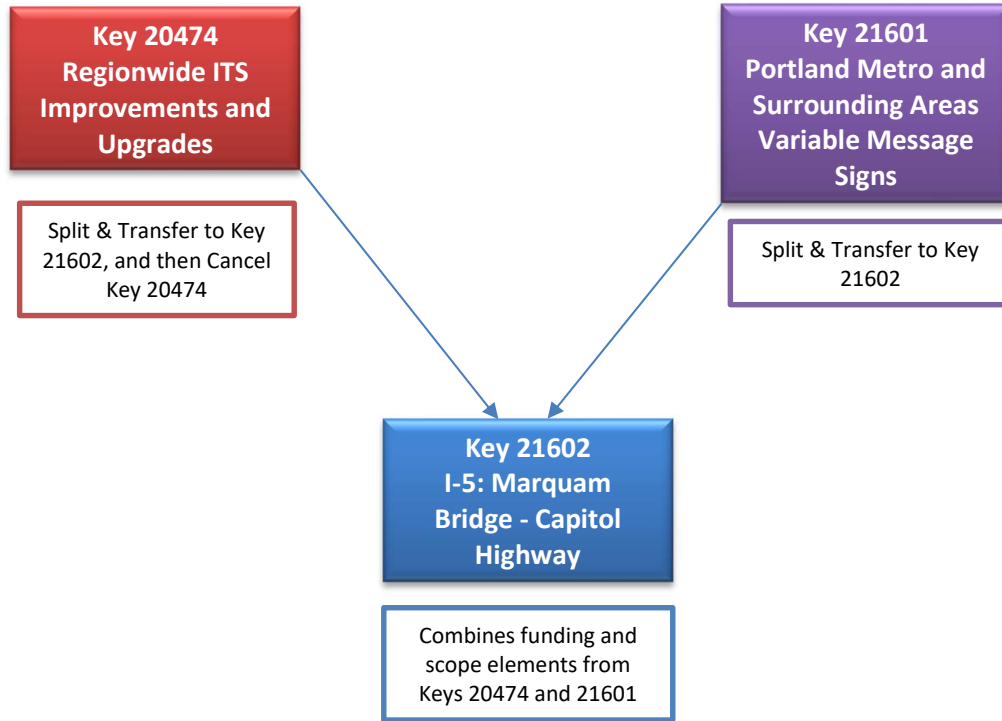
Key 21601 functions as a regional revenue project grouping bucket (PGB) supporting Active Traffic Management Improvements across the three counties within the Metro MPA boundary.



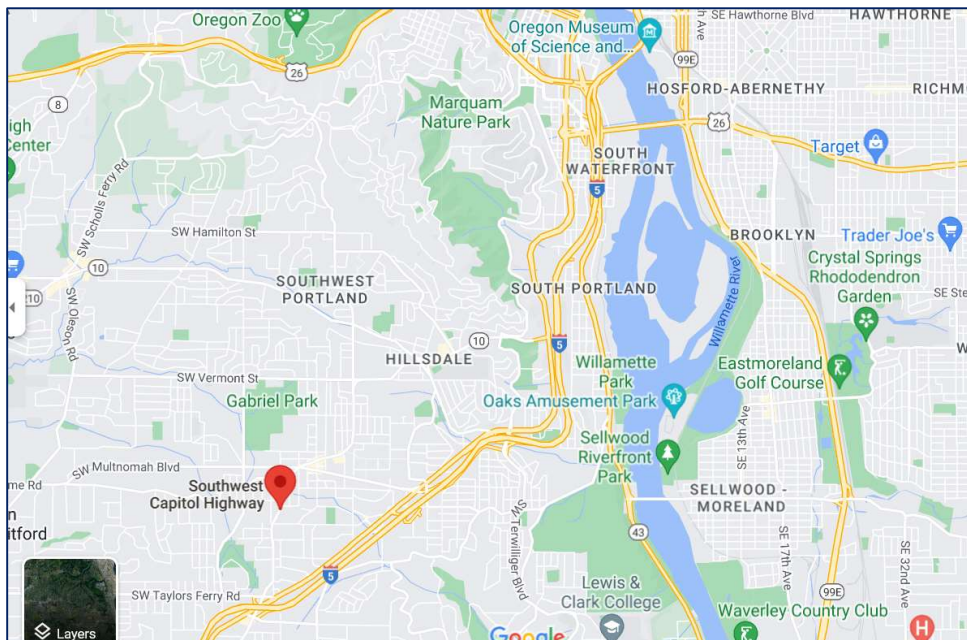
Project #3 Key 21602	I-5: Marquam Bridge - Capitol Highway (Split & Transfer) Lead Agency: ODOT
<p><u>Project Description:</u> Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 21602 • MTIP ID#: 71156 • RTP ID: 11584 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No. • Performance Measurements applicable: No. Funding is being split and transferred to Key 21602 • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<p><u>Description of Changes</u> The formal amendment completes the funding splits and scope transfers from Key 20474 and 21601. Changing the scope between Key 20474 and Key 21602 was a result that the total PE design estimate that covers (ODOT fess in addition to the consultant fees) came much higher than the STIP PE budget. The PE budget in the STIP that was underestimated during the scoping.</p> <p>ODOT went through several exercises to evaluate the scope and budget for this project also evaluated other locations from other projects based on their priorities in addition to find other source of safety fund to cover the gap.</p> <p>Advance investigation was performed by ODOT and based on traffic recommendations it was recommended to Move the NB-Iowa Location from K20474 to K21602 based on the priority and high ranked.</p> <p>Budget change actions:</p> <ol style="list-style-type: none"> 1. The PE phase budget is increased to cover the gap on the PE fund to cover (ODOT fees and the consultant fees) that came much higher than the estimated STIP PE amount. The current PE budget that shows in the STIP was underestimated during the scoping. 2. Other actions included the creation of the Other phase to make it available to the ITS' group to purchase the VMS signs utilizing the current contract. The VMS cost is locked in the current contract and Salem ITS group recommended to use the contract to avoid the cost getting higher because of the material inflation. 	

- 3. The final action decreases the construction phase to move \$514,000 to the OTHER phase to purchase the VMS.

Summary of Splitting, transfer, canceling, and combining actions to Keys 20474, 21601, and 21602
All three projects involve related Intelligent Transportation System (ITS) Active Traffic Management (ATM) improvements




Support Item(s): General project location map



Project #4 Key 22164 The Key # will be changed	Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023) (Scope Change) Lead Agency: Metro TriMet
<p><u>Project Description:</u> Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3- county service district.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • ODOT Key Number: 22164. Note: The project is being advanced from FFY 2025 which is outside of the constrained STIP to FFY 2023. From the STIP perspective, it appears a new project is being added. Because of this, a new ODOT Key number must be assigned to the project to be reprogrammed in FFY 2023. • MTIP ID#: 71103 • RTP ID: 11335 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval: No. • Performance Measurements applicable: Yes – Congestion mitigation • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<p><u>Description of Changes</u></p> <p>Each year Metro and TriMet complete a fund exchange to help better leverage both agency's funds. Metro exchanges allocated Surface Transportation Bloc Grant (STBG) for TriMet local funds. Metro uses the local funds to support their Transit Oriented Development (TOD) program outreach activities. By defederalizing the TOD program and funding it with local funds, a greater and more efficient use of the funds results.</p> <p>TriMet receives STBG from Metro. The STBG is eligible to be flex transferred over to FTA to support various FTA transit program areas. TriMet already commits federal funds to their annual Preventative Maintenance program. Through the exchange, TriMet adds the STBG to their federalized annual Preventative Maintenance program.</p> <p>In a few past years, FTA's formula fund apportionments (5307, 5310, 5339, etc.) were not consistent. To provide maximum flexibility from the fund exchange, Metro set-up a federalized TOD placeholder project that provided extra time to TriMet to resolve any apportionment issues and decide how they wanted to apply STBG. The current TOD project in Key 22164 was created</p>	

with the understanding that it would be converted into the final transit support area when TriMet was ready to flex transfer and obligate the funds.

The formal now occurring is converting the project base don TriMet's confirmation to support their annual Preventative Maintenance program

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details costs programming map amendments obligations earmarks comments rffa

ODOT Key: 22164 | MTIP ID: 71103
Transit Oriented Development (TOD) program (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$3,600,373	\$412,079		\$4,012,452	<input type="checkbox"/>
	2023	STBG-URBAN	\$3,600,373	\$412,079		\$4,012,452	
Totals >>			\$3,600,373	\$412,079	\$0	\$4,012,452	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30-day Public Notification period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

DECEMBER FFY 2023 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: DECEMBER 19, 2022

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the December FFY 2023 Formal MTIP amendment (DC23-04-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	November 22, 2022
• Initiate the required 30-day public notification process.....	November 29, 2022
• TPAC notification and approval recommendation.....	December 2, 2022
• JPACT approval and recommendation to Council.....	December 15, 2022
• Completion of public notification process.....	December 30, 2022
• Metro Council approval.....	January 5, 2023

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

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

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	January 12, 2023
• USDOT clarification and final amendment approval.....	Early to mid-February 2023

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

JPACT approved Resolution 22-5299 on December 15, 2022 and now recommends Metro Council provide the final approval step to Resolution 22-5299 consisting of the four remaining amended projects enabling federal reviews and fund obligations to then occur.

No Attachments