

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING SIX NEW)	RESOLUTION NO. 23-5338
PROJECTS, AUTHORIZED BY CONGRESS)	
THROUGH CONGRESSIONALLY)	Introduced by: Chief Operating
DIRECTED SPENDING, TO THE 2021-24)	Officer Marissa Madrigal in
MTIP AND ALLOWING THE START OF)	concurrence with Council President
PRELIMINARY ENGINEERING ACTIVITIES)	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, approval by Congress of the Consolidated Appropriations Act, 2023 (CAA2023) includes multiple Congressional Directed Spending (CDS) project authorizations for Oregon which six are now moving forward to complete MTIP and STIP programming requirements; and

WHEREAS, approved funding for two CDS projects originate from the Allocation of Highway Infrastructure Programs Projects designated in Division L of the CAA2023 Act with the remaining four originating from Table 20 of the Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending section; and

WHEREAS, the six approved CDS funding awards include \$3,200,000 for the ODOT OR141- Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce, \$2,332,000 for the ODOT Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area, \$3,000,000 for TriMet’s 82nd Ave MAX Station Improvement Project, \$5,000,000 for TriMet’s Merlo Bus Garage Zero Emission Retrofit, \$5,000,000 for TriMet’s Oregon City Transit Center renovation project, and \$2,000,000 for TriMet’s Willamette Shore Line Rail & Trestle Repair project; and

WHEREAS, ODOT, Metro, plus TriMet have been seeking and obtaining for over six months programming, obligation, and expenditure guidance from Federal Highways Administration and Federal Transit Administration and now believe the six CDS awards can move forward to be implemented and efficiently delivered; and

WHEREAS, the programming of the six CDS awards in the MTIP and STIP in FFY 2023 will help accelerate required obligations and overall project delivery ensuring awarded funds are obligated by the deadline of September 30, 2026 and expended by September 30, 2030; and

WHEREAS, the specific programming requirements to add the six projects to the 2021-24 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on May 5, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 18, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the six Congressional Directed Spending approved projects in the May 2023 Formal MTIP Amendment to the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this **30th** day of May 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5338

May FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MY23-09-MAY
 Total Number of Projects: 6

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD New Project	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD New Project	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

<p>(#3) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet Merlo Bus Garage Zero Emission Retrofit</p>	<p>This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#4) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet 82nd Ave MAX Station Improvement Project</p>	<p>The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#5) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>TriMet Oregon City Transit Center</p>	<p>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>

<p>(#6) ODOT Key # TBD MTIP ID TBD New Project</p>	<p>TriMet</p>	<p>Willamette Shore Line Rail & Trestle Repair</p>	<p>The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
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Proposed Amendment Review and Approval Steps:

- Tuesday, May 2, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, May 5, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, May 18, 2023: JPACT meeting.
- Wednesday, May 31, 2023: End 30-day Public Comment period.
- Thursday, June 1, 2023: Final project amendment approvals from FHWA estimated.

2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new Congressional Directed Spending project to the MTIP

Lead Agency: ODOT		Project Type:	Trail	ODOT Key:	23428
Project Name: I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	1	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bike/Ped	Status:	0
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	N/A	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	N/A
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	N/A	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	CDS Earmark	TSMO Cycle	N/A
		Funding Type:	HIPCDS23	RFFA ID:	N/A
		State Highway Route	I-84	RFFA Cycle:	N/A
		Mile Post Begin:	18.33	UPWP:	No
Mile Post End:	18.51	UPWP Cycle:	N/A		
Length:	0.18	Past Amend:	0		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:	6/1/2023		
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
STIP Amend #: 21-24-3308			MTIP Amnd #: MY23-09-MAY		

Detailed Description: In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access

Last Amendment of Modification: None. This amendment represents the project's initial programming in the mTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 233,200				\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919			\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881	\$ 2,071,881
Note:							Federal Totals:	\$ 2,332,000

State Funds								
HB2017	S070	2023		\$ 26,691				\$ 26,691
HB2017	S070	2024			\$ 3,081			\$ 3,081
HB2017	S070	2024					\$ 237,136	\$ 237,136
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 266,908

Local Funds								
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908		\$ 2,598,908
							Total Project Cost Estimate (all phases):	\$ 2,598,908
							Year of Expenditure Cost Amount:	\$ 2,598,908

Programming Summary Details

Why project is short programmed: N/A - The project is not short programmed.

Phase Change Amount:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ 2,598,908
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ 266,908
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR211
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, FLAP Project Summary including support letters, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and Sandy Rover Delta overview, and project location maps.

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? May 2, 2023 to May 31, 2023 |
| 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? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

- 6 Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. The multi-use trail has a recreational use component and is not part of the Metro Pedestrian or Bicycle networks
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: Not applicable. The project is considered a recreational trail and not part of the Metro Bicycle and Pedestrian commuter trail modeling networks.
1B	RTP Project Description: N/A. Since the project is not funded by Metro and is outside of the RTP commuter trail networks, it is not subject to the standard RTP consistency checks. The new multi-use trail will support recreational needs in the Sandy River Delta natural area.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
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.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
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 does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

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.
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Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Jordan Rd is located adjacent to I-84 which is designated on the NHS as 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)? No. Not applicable
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? Not applicable.

Fund Type Codes References

HIPCD23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package		10.27%	26,690.78	0.00%	0.00	100.00%	26,690.78	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	233,200.00	100.00%	233,200.00	0.00%	0.00	0.00%	0.00
	PE Totals				100.00%	259,890.78		233,200.00		26,690.78	
RW	S070	HB2017 Funding Package		10.27%	3,081.00	0.00%	0.00	100.00%	3,081.00	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	26,919.00	100.00%	26,919.00	0.00%	0.00	0.00%	0.00
	RW Totals				100.00%	30,000.00		26,919.00		3,081.00	
CN	S070	HB2017 Funding Package		10.27%	237,136.05	0.00%	0.00	100.00%	237,136.05	0.00%	0.00
	Y926	HIP - community project congressionally directed		89.73%	2,071,881.00	100.00%	2,071,881.00	0.00%	0.00	0.00%	0.00
	CN Totals				100.00%	2,309,017.05		2,071,881.00		237,136.05	
Grand Totals							2,598,907.83		2,332,000.00		266,907.83



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

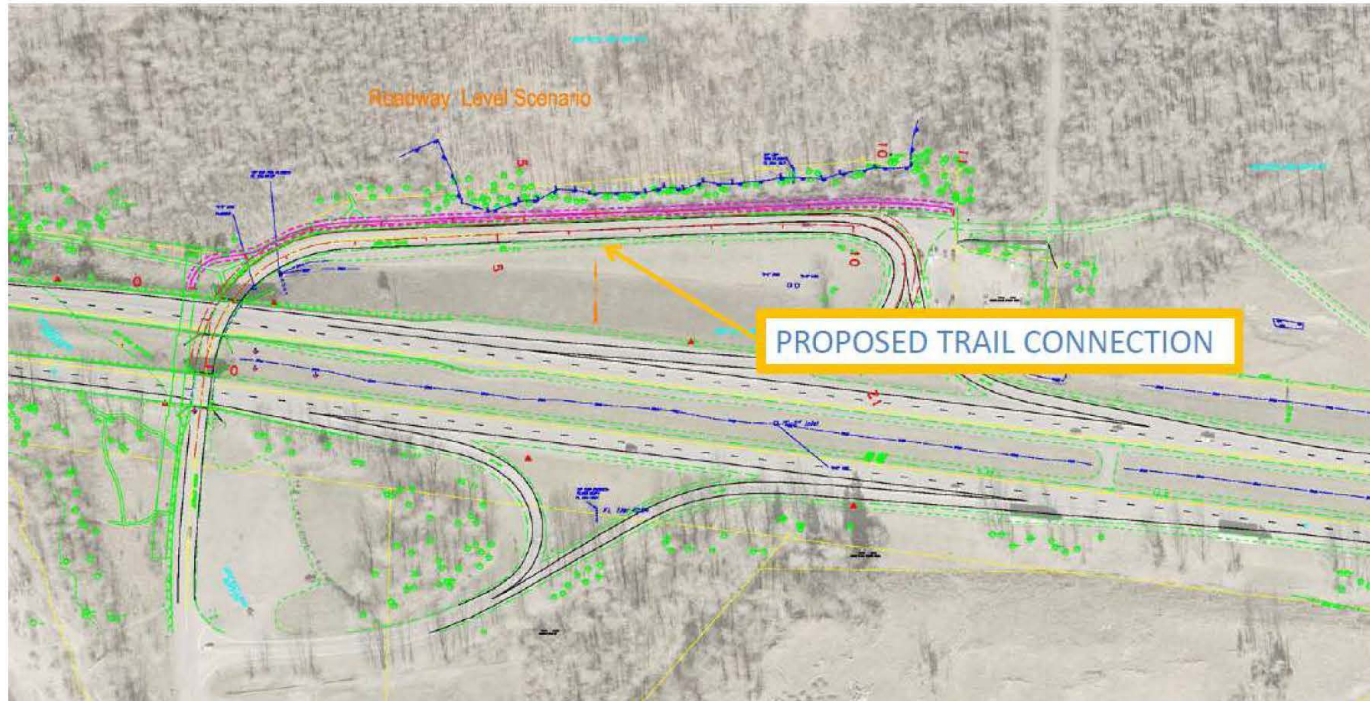
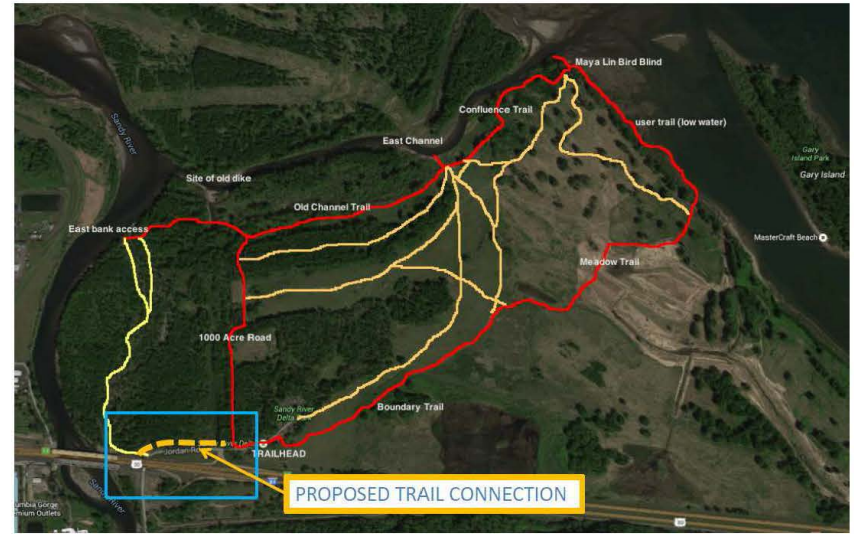
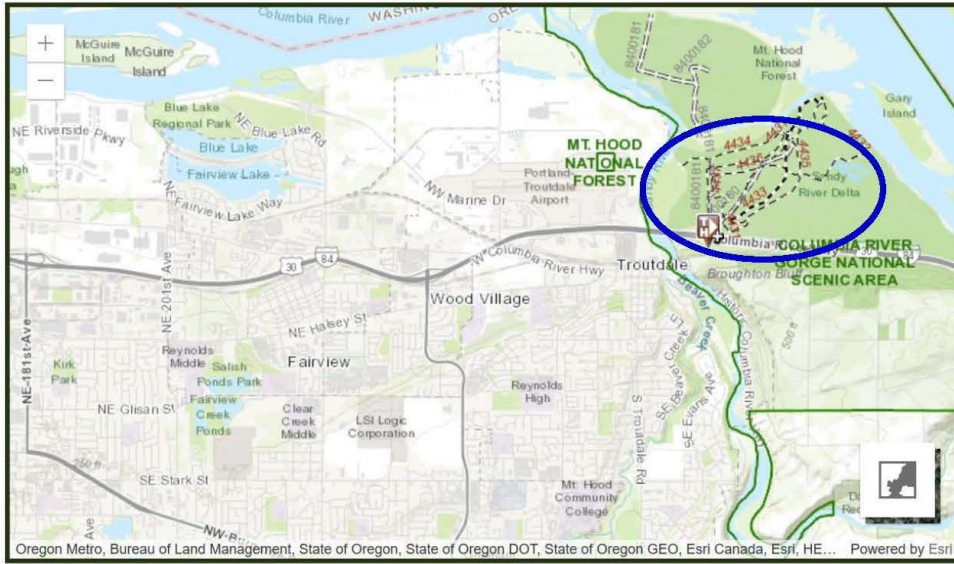
In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project <i>*See Note 1</i>	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



2021-2026 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new Congressional Directed Spending project to the MTIP

Lead Agency: ODOT			Project Type:	Trail	ODOT Key:	22647
Project Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	2	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD	
		ODOT Type	Bike/Ped	Status:	1	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	N/A	Comp Date:	12/31/2026	
		Capacity Enhancing:	No	RTP ID:	12095	
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018	
		On CMP:	N/A	Trans Model:	12/6/2018	
		30 Day Notice Begin:	5/2/2023	TCM:	No	
		30 Day Notice End:	5/31/2023	TSMO Award	No	
		Funding Source	CDS Earmark	TSMO Cycle	N/A	
		Funding Type:	HIPCDS23	RFFA ID:	N/A	
		State Highway Route	OR141	RFFA Cycle:	N/A	
		Mile Post Begin:	3.84	UPWP:	No	
Short Description: The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)		Mile Post End:	4.41	UPWP Cycle:	N/A	
		Length:	0.57	Past Amend:	0	
		Flex Transfer to FTA	No	Council Appr:	Yes	
		FTA Conversion Code:	N/A	Council Date:	6/1/2023	
		1st Year Program'd:	2023	OTC Approval:	No	
		Years Active:	0	OTC Date	N/A	
			STIP Amend #: 21-24-3308	MTIP Amnd #: MY23-09-MAY		

Detailed Description: On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)

STIP Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Last Amendment of Modification: None. This amendment represents the project's initial programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HIPCDS23	Y926	2023		\$ 942,165				\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402			\$ 564,402
HIPCDS23	Y926	2024					\$ 1,693,433	\$ 1,693,433
Note:							Federal Totals:	\$ 3,200,000

State Funds								
HB2017	S070	2023		\$ 107,835				\$ 107,835
HB2017	S070	2024			\$ 64,598			\$ 64,598
HB2017	S070	2024					\$ 193,821	\$ 193,821
Note: HB2017 State funds are being used as the match to the federal earmark							State Total:	\$ 366,254

Local Funds								
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254	\$ 3,566,254
Total Project Cost Estimate (all phases):							\$ 3,566,254
Year of Expenditure Cost Amount:							\$ 3,566,254

Programming Summary Details

Why project is short programmed: N/A - The project is not short programmed.

Phase Change Amount:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ 3,566,254
Phase Change Percent:	0%	100%	100%	0%	100%	100%
Revised Match Federal:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ 366,254
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Congressional Direct Spending Earmark ID - DEMO OR216
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, STIP OTC letter notifying of programming action, USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo, and project location maps.

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? May 2, 2023 to May 31, 2023
- 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? Not expected. However, any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.

- 6 Added clarifying notes: The project will need to also add the ROW and construction phases to FFY 2024 in the new 2024-27 MTIP. It will be included as part of the 202427 Transition Amendment bundle.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety
2A	Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023.
2B	What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCD523
2C	Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities
3A	Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
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.
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
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 does not exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A.

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.
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Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. OR141 is not identified as part of the NHS.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. See below in 2B
2B	<p>What is the Metro modeling designation? See below entries:</p> <ul style="list-style-type: none"> - Motor Vehicle: Minor Arterial - Transit Network: Frequent Bus - Bicycle Network: Bicycle Parkway - Pedestrian Network: Pedestrian Parkway
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

HIPCDS23	A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.
HB2017	State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds.

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	DISCRETIONARY	2021-2024 STIP	2023		942,165.00	942,165.00	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2023		107,835.00	0.00	107,835.00	0.00	
	PE Totals				1,050,000.00	942,165.00	107,835.00	0.00	
RW	DISCRETIONARY	2021-2024 STIP	2024		564,401.70	564,401.70	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		64,598.30	0.00	64,598.30	0.00	
	RW Totals				629,000.00	564,401.70	64,598.30	0.00	
CN	DISCRETIONARY	2021-2024 STIP	2024		1,693,433.30	1,693,433.30	0.00	0.00	
	HB2017 Safety R1	2021-2024 STIP	2024		193,821.02	0.00	193,821.02	0.00	
	CN Totals				1,887,254.32	1,693,433.30	193,821.02	0.00	
OT	DISCRETIONARY	2021-2024 STIP	2024		0.00	0.00	0.00	0.00	
	OT Totals				0.00	0.00	0.00	0.00	
Grand Totals					3,566,254.32	3,200,000.00	366,254.32	0.00	



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

Division Administrator

**Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs**

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new approved earmark to
the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet Merlo Bus Garage Zero Emission Retrofit	3	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description:

This project completes the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). It also supports adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region, expands charging infrastructure and retrofitting of the maintenance facility as a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs. (approved earmark - Community Project Funding , Congressional Directed Spending December 2022 Appropriations Bill)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 1,500,000				\$ 1,500,000
CPFCD22	Y926	2023				\$ 2,000,000		\$ 2,000,000
CPFCD22	Y926	2023					\$ 1,500,000	\$ 1,500,000
Programming phases in FFY 2023 to support TrAMS grant application							Federal Totals:	\$ 5,000,000

State Funds

State STIF (TriMet)	Match	2023		\$ 375,000				\$ 375,000
State STIF (TriMet)	Match	2023				\$ 500,000		\$ 500,000
State STIF (TriMet)	Match	2023					\$ 375,000	\$ 375,000
							State Total:	\$ 1,250,000

Local Funds

							\$	-
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000	\$ 6,250,000	\$ 6,250,000
Total Project Cost Estimate (all phases):							\$	6,250,000
Year of Expenditure Cost Amount:							\$	6,250,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 1,875,000	\$ -	\$ 2,500,000	\$ 1,875,000	\$ 6,250,000
Phase Change Percent:	0%	100%	0%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 375,000	\$ -	\$ 500,000	\$ 375,000	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	20.0%	20.0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Obligation will be through FTA's TrAMS grant application process
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Merlo Garage Renovation as approved in the December 2022 Appropriations Bill under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved FFY 2022 Appropriations Bill, Congressional Directed Spending earmark list, December 20, 2022 Senate Congressional Record, Vol 168, Number 198, Book III, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 1, 2023
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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
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 it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

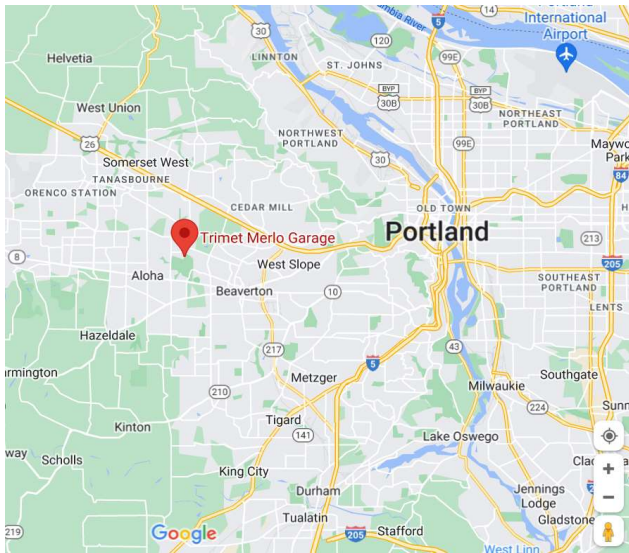
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded 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 - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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

CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds





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Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-492 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary by

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for certain non-

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
[Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new approved earmark to the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet 82nd Ave MAX Station Improvement Project	4	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	5/31/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description: This project implements phase 1 of the rehabilitation recommended in TriMet’s Blue Line Station Rehabilitation (BLSR) project. This project will make critical station improvements to TriMet’s 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria. (FY23 Community Project Funding/Congressionally Directed Spending, DEMO ID OR 209, CAA2023)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
HIPCPC23	Y926	2023	\$ -	\$ 532,924	\$ -			\$ 532,924
HIPCPC23	Y926	2023				\$ 2,467,076		\$ 2,467,076
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 3,000,000

State Funds								\$ -
							State Total:	\$ -

Local Funds								
Local	Match	2023	\$ -	\$ 133,231	\$ -			\$ 133,231
Other	OTH0	2023		\$ 185,509				\$ 185,509
Local	Match	2023				\$ 616,769		\$ 616,769
Other	OTH0	2023				\$ 858,793		\$ 858,793
Note: FTA allows deviation from phase minimum match requirements as long as the overall minimum match is met.							Local Total	\$ 1,794,302

Phase Totals Before Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Totals After Amend:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Total Project Cost Estimate (all phases):						\$ 4,794,302
Year of Expenditure Cost Amount:						\$ 4,794,302

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 851,664	\$ -	\$ 3,942,638	\$ -	\$ 4,794,302
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 133,231	\$ -	\$ 616,769	\$ -	\$ 750,000
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note: The total project match is \$1,794,302 which equals a total TriMet match of 37.4% to the project.

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new project for TriMet to the MTIP with approved earmark for the 82nd Ave MAX Station Improvement project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section. The DEMO identification for the earmark is OR209.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 March 21, 2023 Highway Infrastructure Allocation memo, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 1, 2023
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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
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 it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
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 - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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

HIPCPC23	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill and contained in the Consolidated Appropriations Act, 2023.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional agency local funds contributing to the project phase above the minimum match requirement. Often referred to as "Overmatch" funds.



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PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

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No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for safety or

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

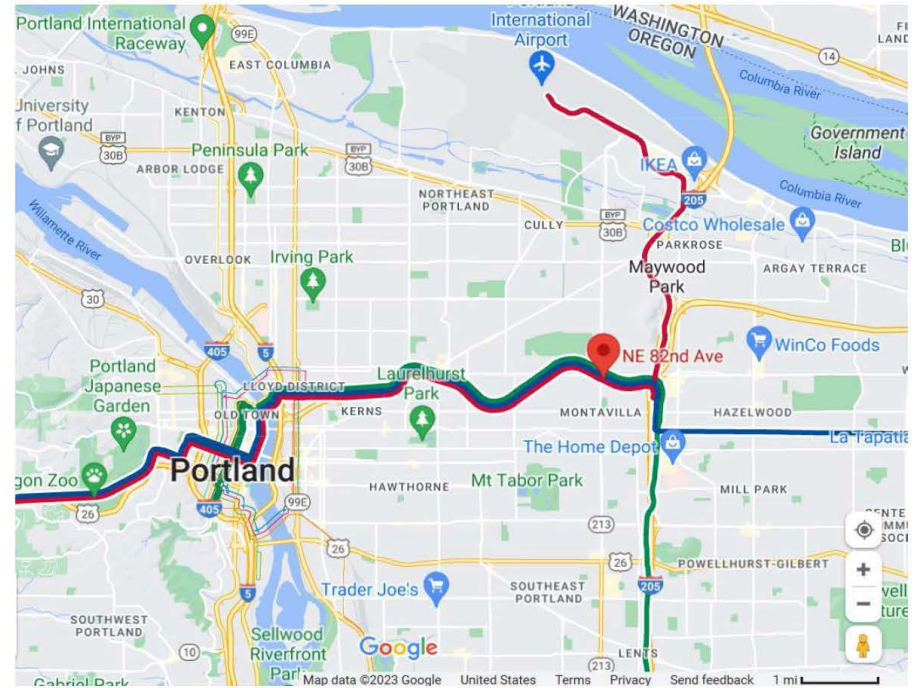
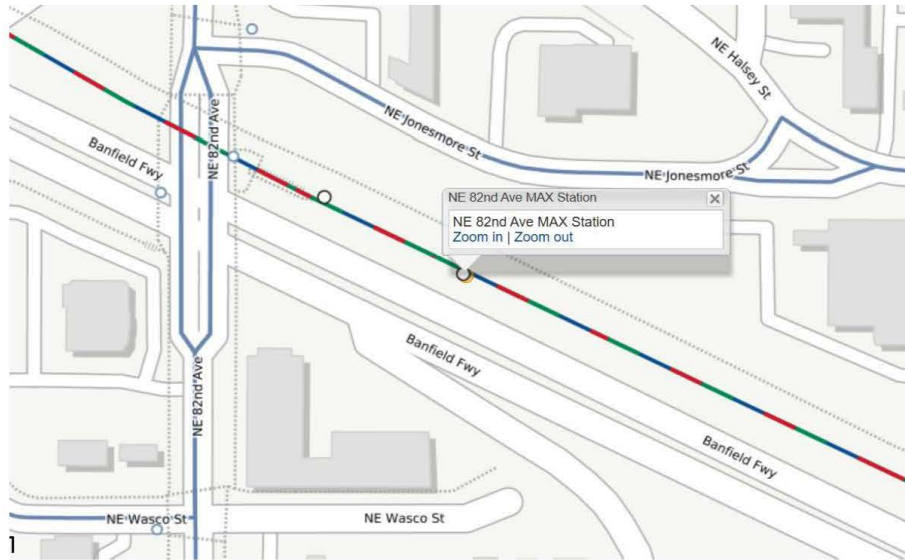
The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	State	Amount	Requestor(s)		Origination
					House	Senate	
Department of Transportation	Highway Infrastructure Programs	Construction of Arterial Road between Highway 11 and Highway 30	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	City of Carlton—West Main Street Revitalization	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	82nd Ave MAX Station Improvement Project — Portland, OR	OR	3,000,000	Blumenauer		H
Department of Transportation	Highway Infrastructure Programs	NE Halsey Safety and Access to Transit Project — Portland, OR	OR	1,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	OR	2,332,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	181st Ave Safety Improvements Project — Gresham, OR	OR	3,178,686	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	OR	2,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Main Avenue/OR 104 Pedestrian Route	OR	1,360,000	Bonamici		H
Department of Transportation	Highway Infrastructure Programs	Beaverton Downtown Loop	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	OR	3,200,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR-18/OR-99W Corridor Safety and Intersection Improvements	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	River Road—Santa Clara Pedestrian and Bicycle Bridge	OR	6,000,000	DeFazio		H

S9384

CONGRESSIONAL RECORD — SENATE



2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new approved earmark to the MTIP

Lead Agency: TriMet			Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet Oregon City Transit Center		5	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
			ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP			Performance Meas:	Transit	Comp Date:	12/31/2027
			Capacity Enhancing:	No	RTP ID:	11338
			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	5/2/2023	TCM:	No
			30 Day Notice End:	5/31/2023	TSMO Award	No
			Funding Source	Congress	TSMO Cycle	N/A
			Funding Type:	Dec 22 AA	RFFA ID:	No
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	6/1/2023
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description: The project will expand and retrofit the existing transit center to add bus layover facilities, improved amenities for bus operators to address the bus operator shortage, and make lighting and stop improvements to address transit rider needs. These improvements are necessary to expand bus service in Clackamas County. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 387,568	\$ -			\$ 387,568
CPFCD22	Y926	2023			\$ 1,478,957			\$ 1,478,957
CPFCD22	Y926	2023				\$ 2,951,247		\$ 2,951,247
CPFCD22	Y926	2023					\$ 182,228	\$ 182,228
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 5,000,000

State Funds								
TriMet STIF	Match	2023		\$ 96,892				\$ 96,892
STIF Overmatch	OTH0	2023		\$ 170,530				\$ 170,530
TriMet STIF	Match	2023			\$ 369,739			\$ 369,739
STIF Overmatch	OTH0	2023			\$ 650,741			\$ 650,741
TriMet STIF	Match	2023				\$ 737,812		\$ 737,812
STIF Overmatch	OTH0	2023				\$ 1,298,548		\$ 1,298,548
TriMet STIF	Match	2023					\$ 45,557	\$ 45,557
STIF Overmatch	OTH0	2023					\$ 80,181	\$ 80,181
							State Total:	\$ 3,450,000

Local Funds								
								\$ -
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	8,450,000
Year of Expenditure Cost Amount:							\$	8,450,000

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 654,990	\$ 2,499,437	\$ 4,987,607	\$ 307,966	\$ 8,450,000
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 96,892	\$ 369,739	\$ 737,812	\$ 45,557	\$ 1,250,000
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Fund obligation process will be through FTA TrAMS grant approval process
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Oregon Coty Transit Center redesign project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22,2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 1, 2023
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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

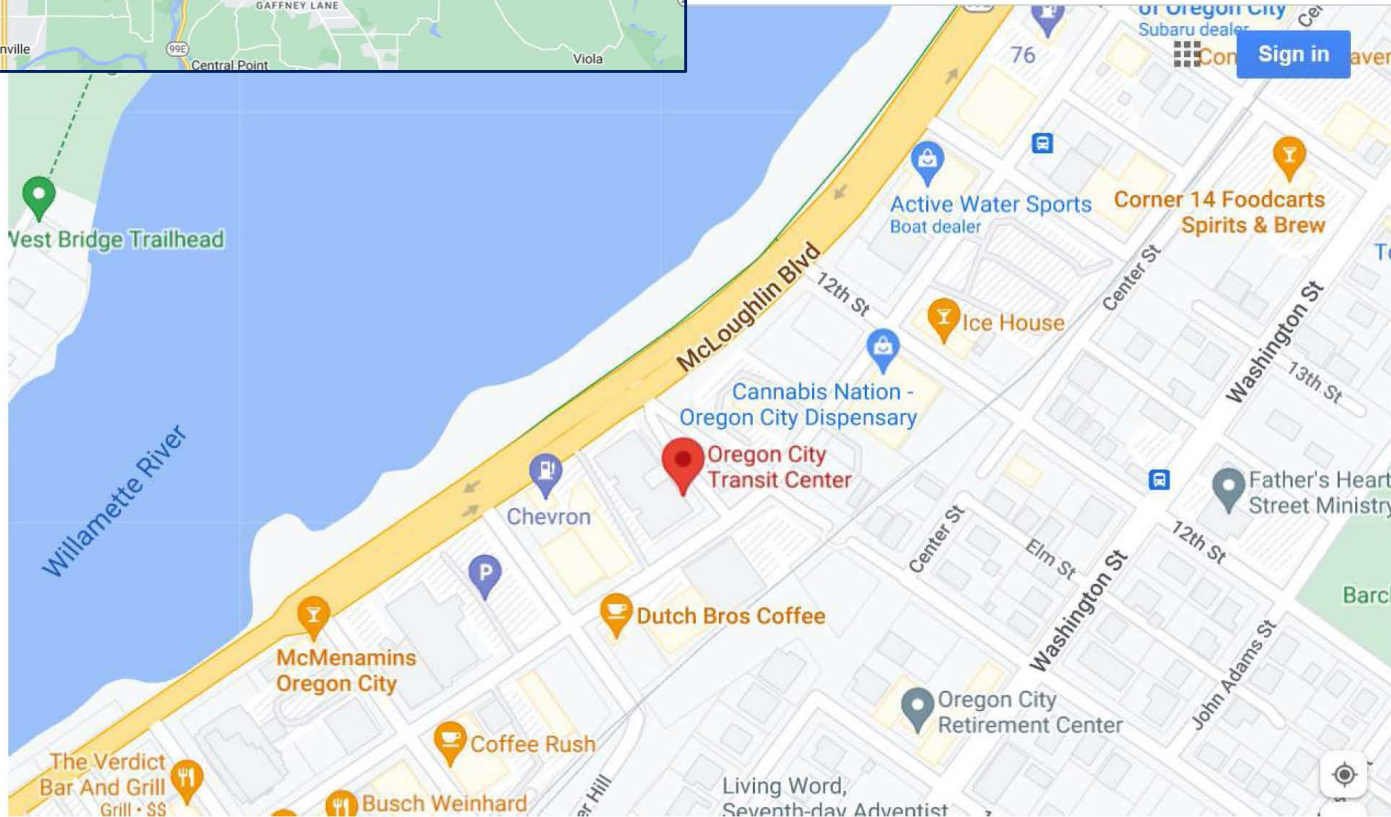
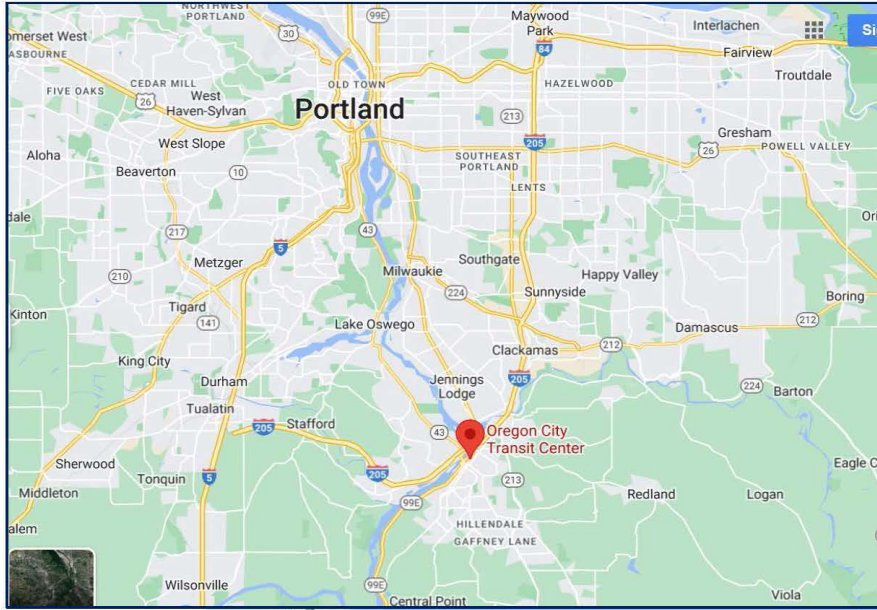
1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
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 it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
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 - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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	
CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds



FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



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EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with unless specifically addressed to the contrary in

grammatical duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense, with exemptions for safety or

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

December 20, 2022

CONGRESSIONAL RECORD — SENATE

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Cambria County Transit Authority (CamTran)	PA	2,284,000	Joyce (PA)		H
Department of Transportation	Transit Infrastructure Grants	RIPTA—Bus Replacement	Rhode Island Public Transit Authority	RI	2,500,000		Reed	S
Department of Transportation	Transit Infrastructure Grants	Intermodal Transit Hub at UT Dallas Station for DART Silver Line	Dallas Area Rapid Transit (DART)	TX	2,500,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	Supervisory Control and Data Acquisition System Upgrade Project	Dallas Area Rapid Transit (DART)	TX	2,820,800	Allred		H
Department of Transportation	Transit Infrastructure Grants	Charging Infrastructure for the Transition to a Zero-Emissions Public Transportation Fleet	Capital Metropolitan Transportation Authority	TX	4,169,920	Doggett		H
Department of Transportation	Transit Infrastructure Grants	Westheimer BOOST Bus Stop Improvements	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Fletcher		H
Department of Transportation	Transit Infrastructure Grants	Missouri City Park & Ride	Metropolitan Transit Authority of Harris County (METRO)	TX	5,000,000	Green (TX)		H
Department of Transportation	Transit Infrastructure Grants	East Dallas Bus & Maintenance Facility Renovation	Dallas Area Rapid Transit (DART)	TX	2,927,000	Johnson (TX)		H

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add new approved earmark to
the MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: Willamette Shore Line Rail & Trestle Repair	6	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	5/2/2023	TCM:	No
		30 Day Notice End:	6/1/2023	TSMO Award	No
		Funding Source	Congress	TSMO Cycle	N/A
		Funding Type:	Dec 22 AA	RFFA ID:	No
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	6/1/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: MY23-09-MAY	

Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022) (Follow-on earmark to Key 22666)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
CPFCD22	Y926	2023		\$ 539,238				\$ 539,238
CPFCD22	Y926	2023				\$ 1,460,762		\$ 1,460,762
Programming phases in FFY 2023 to support TrAMS grant application.							Federal Totals:	\$ 2,000,000

State Funds								\$ -
							State Total:	\$ -

Local Funds								
Local	Match	2023	\$ -	\$ 134,810				\$ 134,810
Local	Match	2023				\$ 365,191		\$ 365,191
Note: Local funds are TriMet General Funds							Local Total	\$ 500,001

Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ -	\$ -	\$ 2,500,001
Total Project Cost Estimate (all phases):							\$	2,500,001
Year of Expenditure Cost Amount:							\$	2,500,001

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 674,048	\$ -	\$ 1,825,953	\$ -	\$ 2,500,001
Phase Change Percent:	0%	100%	0%	100%	0.0%	100.0%
Revised Match Federal:	\$ -	\$ 134,810	\$ -	\$ 365,191	\$ -	\$ 500,001
Revised Match Percent:	N/A	20.0%	N/A	20.0%	N/A	20.0%

Note:

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Fund obligation process will be through FTA TrAMS grant approval process
EA Number:						
EA Start Date:						
EA End Date:						
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: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Willamette Shore Line Improvements - Phase II earmark project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section.
4	MTIP Programming Submitted Supporting Documentation: Approved Consolidated Appropriations Act of 2023 December 22,2022, December 22, 2022 Congressional Record, draft MTIP Worksheet, plus prior programming discussions between TriMet and FTA.

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? May 2, 2023 to June 1, 2023
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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, transit
2A	Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project.
2B	What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award.
2C	Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It 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? No.
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.

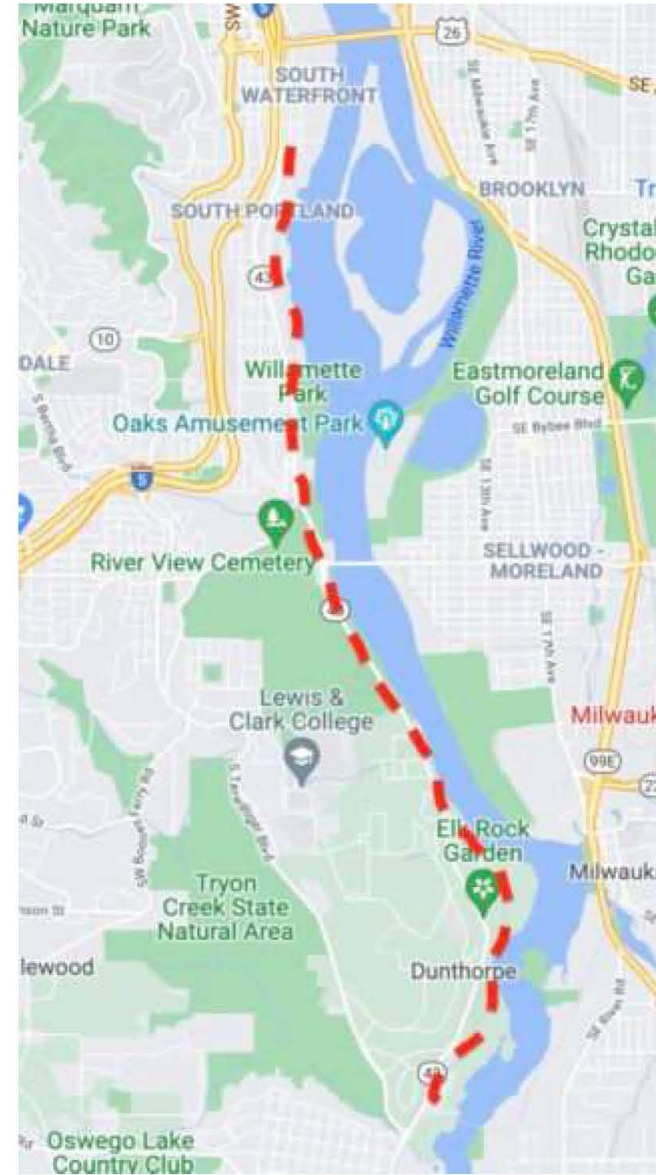
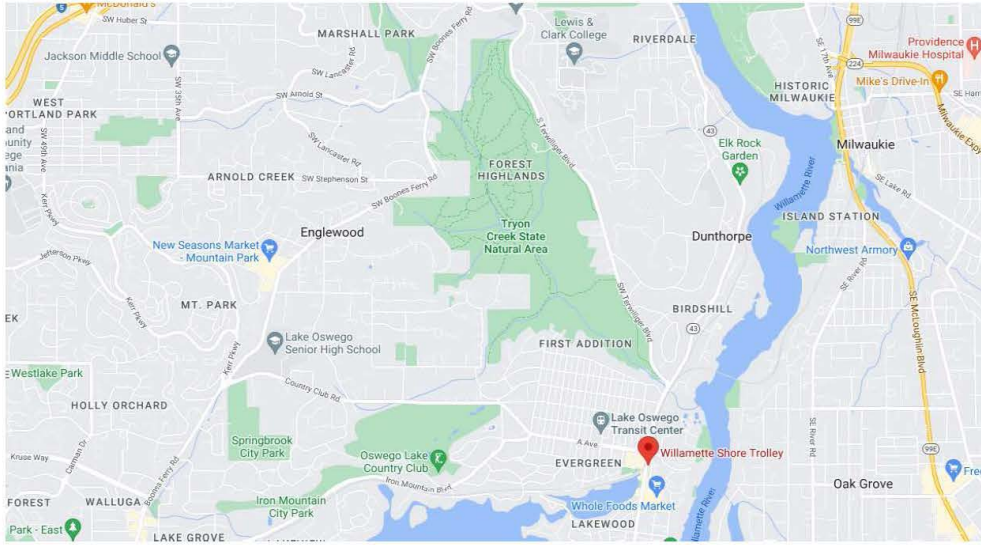
4	What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the 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 it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
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 - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
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	
CPFCD22	A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCD22 = Community Project Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000





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ODOT Key: 22666 | MTIP ID: 71275

Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2022		\$599,976	\$0	\$120,024	\$720,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$599,976	\$0	\$120,024	\$720,000	
Construction	2023		\$1,400,024	\$0	\$279,976	\$1,680,000	<input type="checkbox"/>
	2019	5339(b) Bus & Bus Facilities	\$1,400,024	\$0	\$279,976	\$1,680,000	
Totals >>			\$2,000,000	\$0	\$400,000	\$2,400,000	



United States of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be compiled with un-

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
 [Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

S9402

CONGRESSIONAL RECORD — SENATE



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: May 19, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May FFY 2023 MTIP Formal Amendment & Resolution 23-5338 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING SIX NEW PROJECTS, AUTHORIZED BY CONGRESS THROUGH CONGRESSIONALLY DIRECTED SPENDING, TO THE 2021-24 MTIP AND ALLOWING THE START OF PRELIMINARY ENGINEERING ACTIVITIES
BACKGROUND

What This Is:

The May FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains six new projects. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

What is the requested action?

JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

A summary of the project and amendment actions are shown on the next pages.

May FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MY23-09-MAY				
Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23428 MTIP ID TBD <i>(New Project)</i>	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # 22647 MTIP ID TBD <i>(New Project)</i>	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#3) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Merlo Bus Garage Zero Emission Retrofit	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

MAY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MAY 19, 2023

<p>(#4) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>TriMet 82nd Ave MAX Station Improvement Project</p>	<p>The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#5) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>TriMet Oregon City Transit Center</p>	<p>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#6) ODOT Key # TBD MTIP ID TBD <i>(New Project)</i></p>	<p>TriMet</p>	<p>Willamette Shore Line Rail & Trestle Repair</p>	<p>The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	<p><u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>

MAY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MAY 19, 2023

JPACT Meeting Summary:

JPACT convened on May 18, 2023. The May 2023 Formal MTIP Amendment was included in the Consent Agenda. JPACT moved and approved the May 2023 Formal MTIP Amendment under Resolution 23-5338 unanimously without discussion.

TPAC May 5, 2023 Meeting Summary:


TPAC met on May 5, 2023 and received their official notification about the May 2023 Formal MTIP Amendment bundle. Ken Lobeck, Metro staff provided an overview of the six new Congressional Directed Spending projects awarded under the Consolidated Appropriations Act of 2023. Ken explained that these six projects had now passed all required pre-programming reviews and RTP consistency checks to inclusion in the MTIP. He also added that the four projects belonging to TriMet are completing a formal re-review with FTA to allow the project phases to be programmed in FFY 2023. Ken stated that FTA's preview was supportive of the programming deviation request allowing Metro to continue processing the four projects as part of the May Formal Amendment bundle.

A couple of questions were raised about the RTP consistency check and the requirement that the earmark must be included in the current constrained RTP. Ted Leybold, Metro Resource Development Department Manager, explained that if the project is not included in the current constrained RTP, then an RTP amendment would be required to add the project. Both Ken and Ted stated the importance that the submitting agency discuss their earmark submission with Metro to verify the project is part of the constrained RTP. Chris Ford, ODOT added that the use of project grouping buckets can satisfy the RTP consistency check as long as the project is not capacity enhancing. Ken Lobeck concurred with Chris stating that this was how the OR141 earmark met RTP consistency by grouping it into the ODOT Operations and Safety bucket in the RTP.

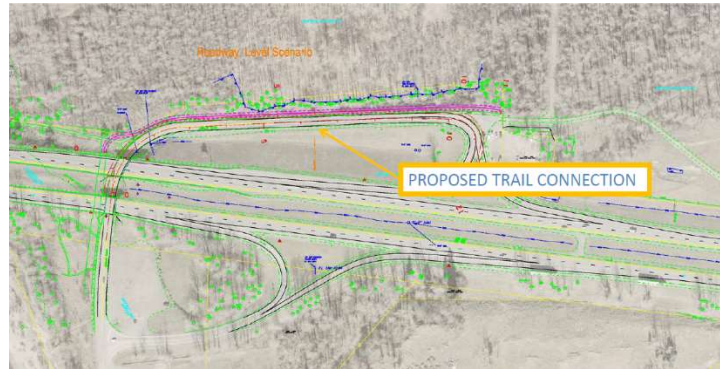
A final question raised was if the earmark is covered conceptually in the RTP and meets the RTP's goals and strategies, then is this sufficient to meet RTP consistency, or if a larger discussion is required? Ken Lobeck replied that this has occurred twice in the past and required FHWA review and direction to resolve the issue. The short answer from FHWA was that the project must be included in the current constrained RTP. FHWA's guidance covered the need for the implementation phases (ROW, UR, construction) as part of demonstrating the funding plan in the RTP. The problem that still exists and has not been clarified is if only the PE phase is being added to the MTIP. Then, if discussion of the project in conceptual terms is included in the RTP, is this sufficient to satisfy the RTP consistency check and the project (PE phase) can be added to the MTIP? Ken agreed with Chris that a larger off-line discussion is still required to work on this area.

With no further questions or discussion about the MTIP May Formal Amendment, TPAC voted to provide JPACT with an approval recommendation to add the six new projects to the MTIP. There were no objections, two abstentions with the vote.

AMENDMENT SUMMARY

Project #1 Key 23428	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u> Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT • ODOT Key Number: 23428 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is recreational trail outside of the RTP pedestrian/bicycle modeling networks involving commuter trails. RTP consistency check areas do not apply for this project. • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities • OTC approval No. • Performance Measurements applicable: No – Not applicable. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark award is \$2,332,000. Also, see US Forestry Service information about the Sandy River Delta Park at https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <div style="text-align: center;">  <p>USDA Forest Service Caring For the Land and Serving People</p> </div> <div style="background-color: #333; color: white; padding: 5px; text-align: center;"> Home Visit Us Managing the Land Learn Working With Us About Us </div> <p style="text-align: center;">Sandy River Delta</p>	

The project will complete a connecting trail along-side Jordan Rd parallel to I-84 and eastbound into the Sandy River Delta Park. Construction of the Jordan Road Trail Connection will enhance access for pedestrians, cyclists and equestrians to the Sandy River Delta.

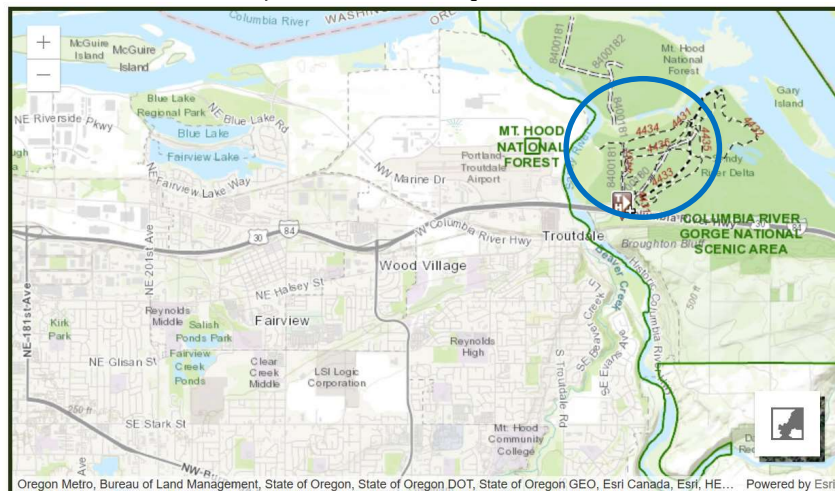


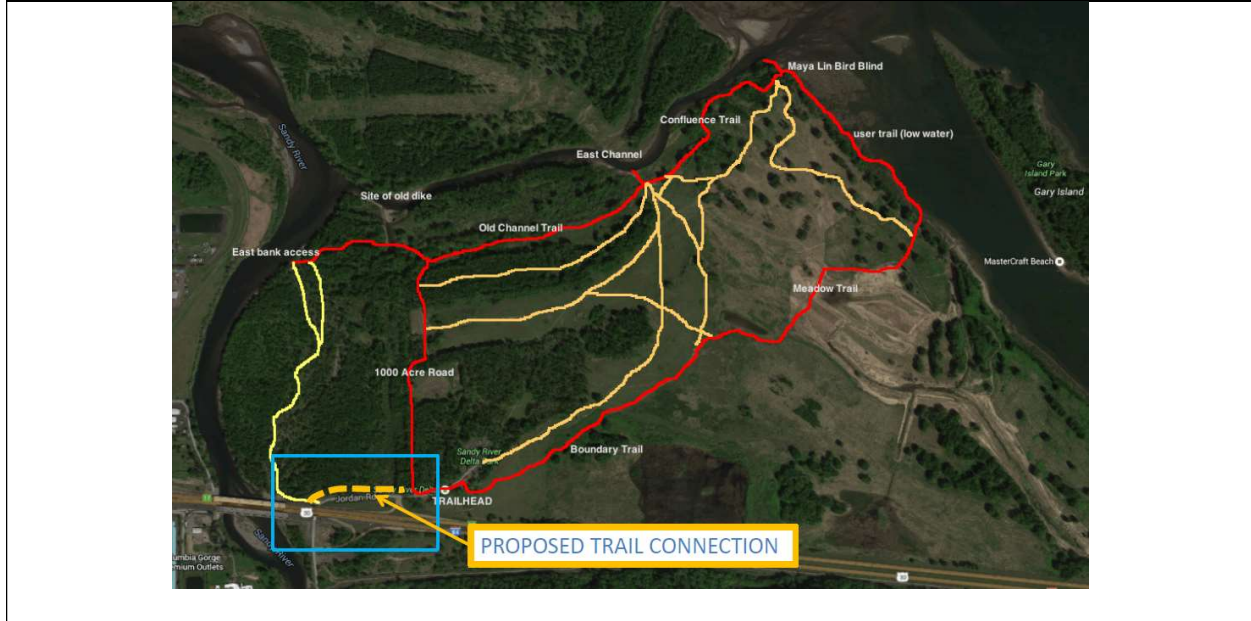
The Sandy River Delta is a 1,500-acre natural area is a gateway from Portland to the Columbia River Gorge National Scenic Area that offers horseback riding, hiking, biking, wading, and fishing. Acquired by the Forest Service in 1991, the delta is managed to restore and protect scenic, cultural, recreational, and natural resources in the river bottomlands where the Sandy River meets the Columbia River. The delta's forests and meadows have been under ecological restoration for decades, and in 2013, an old dike was removed from the Sandy River, restoring its natural channel and improving habitat for salmon and steelhead.

The Jordan Rd connection trail will provide better access to the park's other multi-use trails including:

- **Confluence Trail:** A 1.25 mile gravel ADA trail leading to an elliptical bird blind designed by Maya Lin.
- **Boundary Trail:** A 1.25 mile trail near the habitat restoration zone
- **Meadow Road:** A 0.25 mile route leading to Confluence Trail
- **Meadow Trail:** A 2 mile path through meadows with Columbia Gorge views
- **Ranch Dike Trail:** A 1.25 mile trail through cottonwoods
- **Old Channel Trail:** A 1.75 mile trail along the Sandy River's pre-restoration channel

Project Location Map References





Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	4,000,000	4,000,000		4,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,176,886	3,176,886		3,176,886	
OR	OR213	Earthquake Ready Burnside Bridge (EQR) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project #2 Key 22647	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St (Add new project) Lead Agency: ODOT
Project Description: The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT 	

- ODOT Key Number: **22647**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: Yes - Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The earmark award is \$3,200,000. Also, see the ODOT website for additional project details at:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22647>

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

New enhanced pedestrian crossings on SW Hall Boulevard

In partnership with the City of Tigard and Washington County, we are working on a project to enhance safety on Hall Boulevard (Oregon Hwy 141).

This project will install two new enhanced pedestrian crossings, or Rectangular Rapid Flashing Beacons, across SW Hall Boulevard at the intersections of SW Hemlock Street in unincorporated Washington County and SW Spruce Street within the City of Tigard. Additional related work includes constructing new sidewalk, new lighting and improving sidewalk curb ramps to meet ADA requirements.

SW Hall Boulevard is a busy, 40 mile-per-hour corridor and people walk over $\frac{1}{4}$ mile out of direction to the nearest signalized intersection. New, enhanced pedestrian crossings make it safer for people to cross a busy corridor of SW Hall Boulevard.

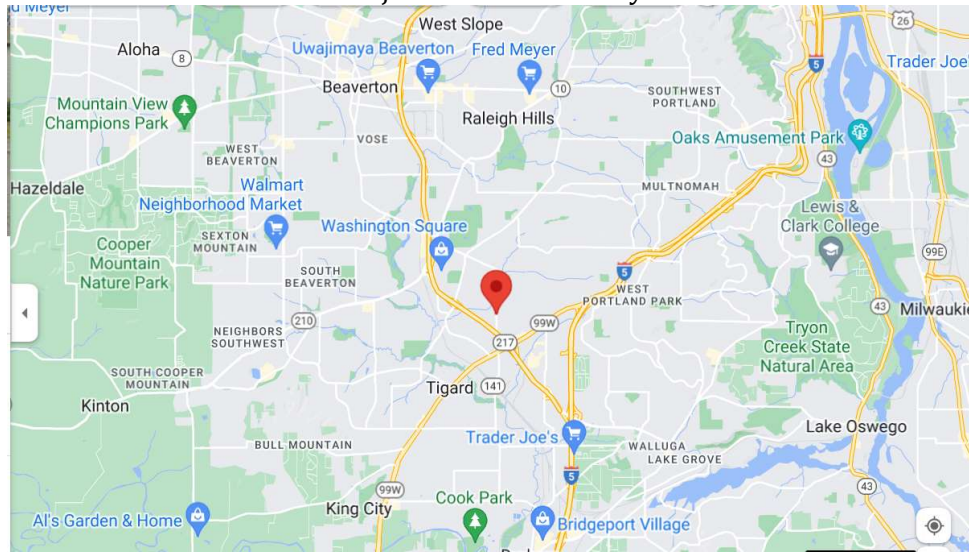
About Rectangular Rapid Flashing Beacons

The rectangular rapid flash beacon (RRFB), is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled



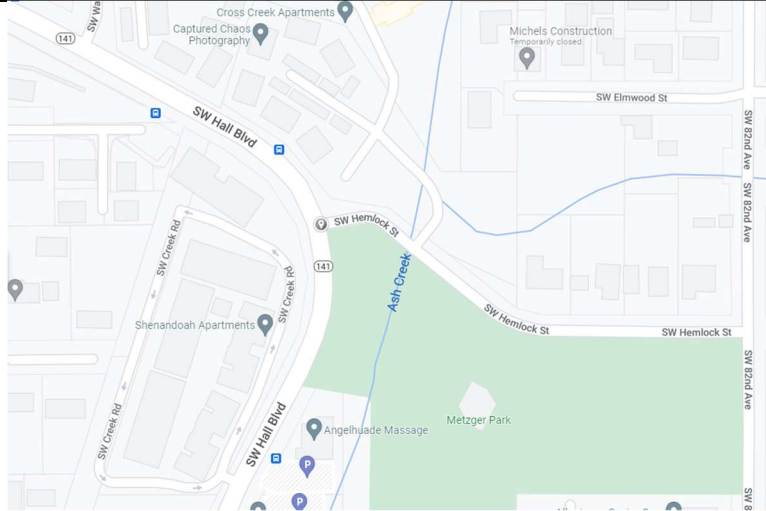
intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver’s attention and reinforce the driver’s duty to yield to pedestrians in the marked crosswalk.

Project Location Vicinity

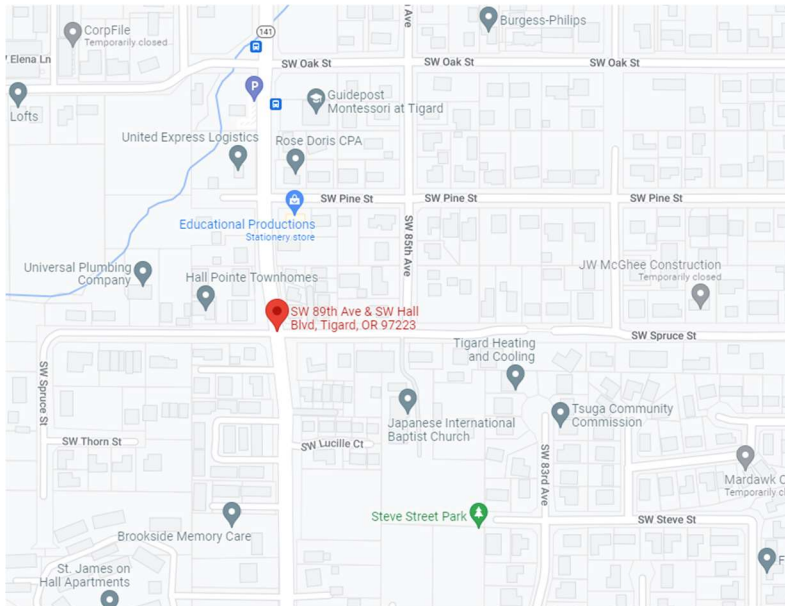


OR141 (SW Hall Blvd) at Hemlock St





OR 141 (SW Hall Blvd) at SW Spruce St



Support Item(s):**Proof of Funding/Fiscal Constraint Verification**

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

Project #3 Key TBD	TriMet Merlo Bus Garage Zero Emission Retrofit (Add new project) Lead Agency: TriMet
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Project Description:

This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$5 million.

Description of Changes

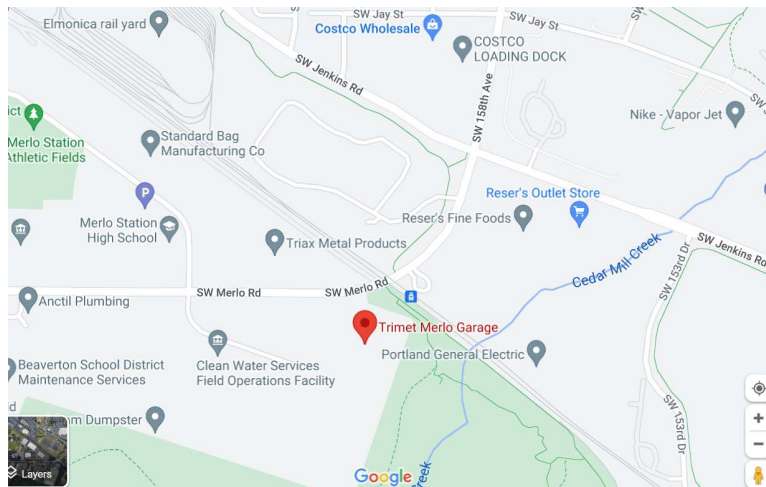
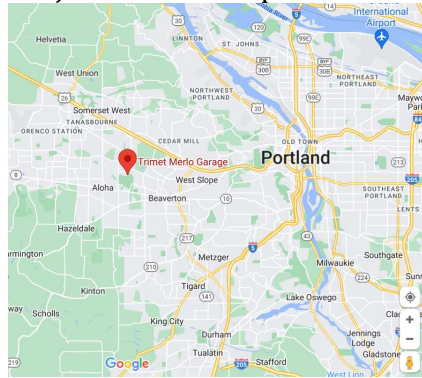
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The Merlo Bus Garage Zero Emission Retrofit project funds the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). This request would support adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region.

The improvements to the Merlo maintenance facility are a critical investment to be able to implement dedicated, articulated, zero emission bus service on Tualatin Valley Highway in the short term. This expanded charging infrastructure and retrofitting of the maintenance facility are a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs.

This investment will provide the funding to increase transit capacity in areas with growing ridership, increase access to transit and improve air quality in the surrounding area by facilitating the transition from diesel to zero emissions buses.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification



Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2017, CONSOLIDATED APPROPRIATIONS ACT, 2023

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with un-

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued
(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

Project #4	TriMet 82nd Ave MAX Station Improvement Project
Key	(Add new project)
TBD	Lead Agency: TriMet
Project Description:	
The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD – New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) 	

- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$3 million.

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to

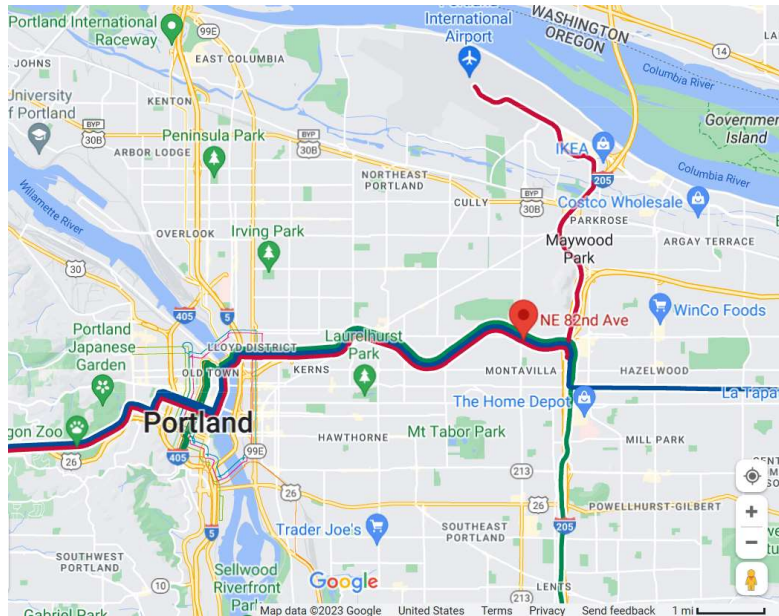
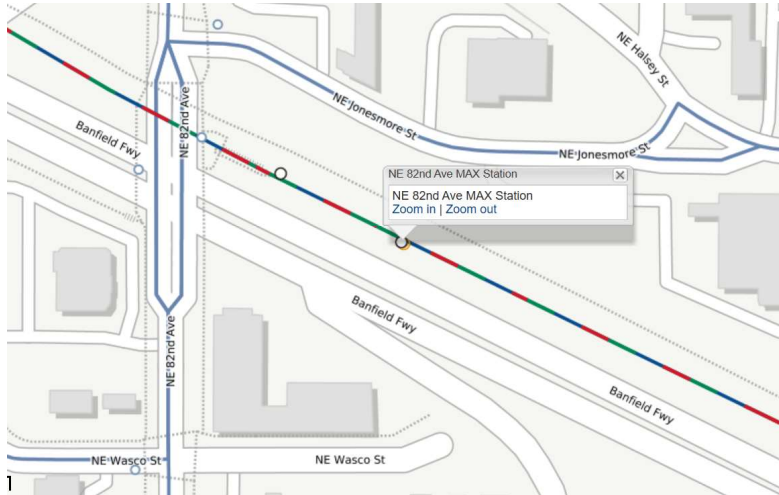


transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for our riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria.

The 82nd Avenue MAX station was designed and constructed as part of the original Banfield Light Rail Project (1986) with one shelter. Though some additional amenities have been added to support increased ridership at the station over time, it is critical that this station be updated and include appropriate shelters and safety/security improvements in line with more current design criteria, especially with improvements to Line 72 that may increase transfers between bus rapid transit.

This Station is in a 2040 Metro Center, serves 3 MAX lines and is a transfer to the Line 72, the bus line that has been the most utilized throughout the pandemic and serves riders that are proportionally lower income and a higher percentage of people of color than almost any other line.

Project Location Map References




Support Item(s):

Proof of Funding/Fiscal Constraint Verification

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton - West Main Street Rehabilitation	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River	2,332,000	2,332,000		2,332,000	
OR	OR212	Gorge National Scenic Area — Multnomah County, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	181st Ave Safety Improvements Project — Gresham, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	1,360,000	1,360,000		1,360,000	
OR	OR215	Main Avenue/OR 104 Pedestrian Route	4,000,000	4,000,000		4,000,000	
OR		Beaverton Downtown Loop					

Project #5 Key TBD	TriMet Oregon City Transit Center (Add new project) Lead Agency: TriMet
<p><u>Project Description:</u> This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: TriMet • Project Administrator: TriMet • ODOT Key Number: TBD - New Project • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures). • OTC approval No. • Performance Measurements applicable: Yes - Transit. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The Congressional earmark is \$5 million. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <p>From:</p> <div data-bbox="302 1608 1318 1915">  <p>JEFF MERKLEY ABOUT NEWS HELPING YOU CONNECT</p> <p>Home / News / In the News / News Article</p> <p>FEDS GIVE \$5M TO TRIMET FOR OREGON CITY TRANSIT CENTER'S EXPANDED CAPACITY</p> <p>Tuesday, January 10, 2023</p> <p>By: Raymond Rendleman</p> <p>Oregon City News</p> </div>	

The redesign will double the bus capacity, provide reliable transit schedule information, and add additional bus shelters, lighting and security cameras," said outgoing Congressman Kurt Schrader, who represented Clackamas County from 2009-22.

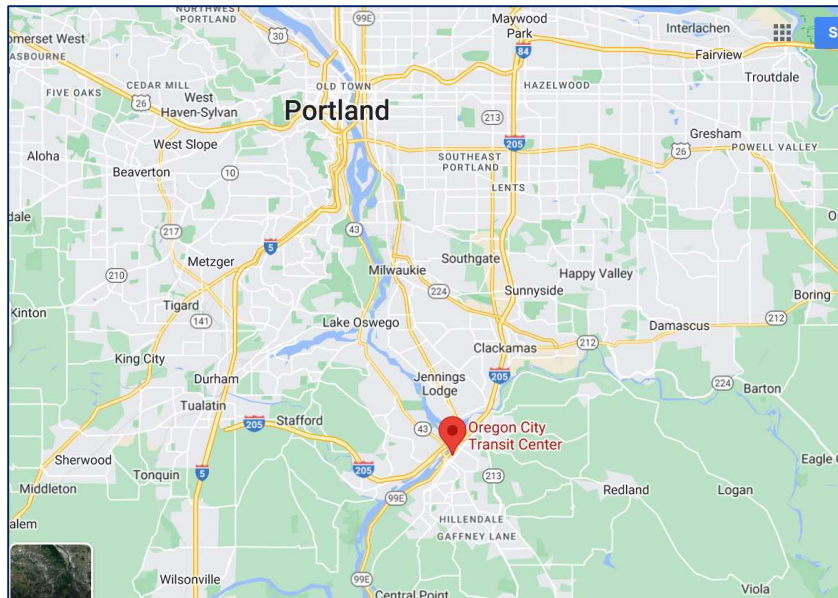


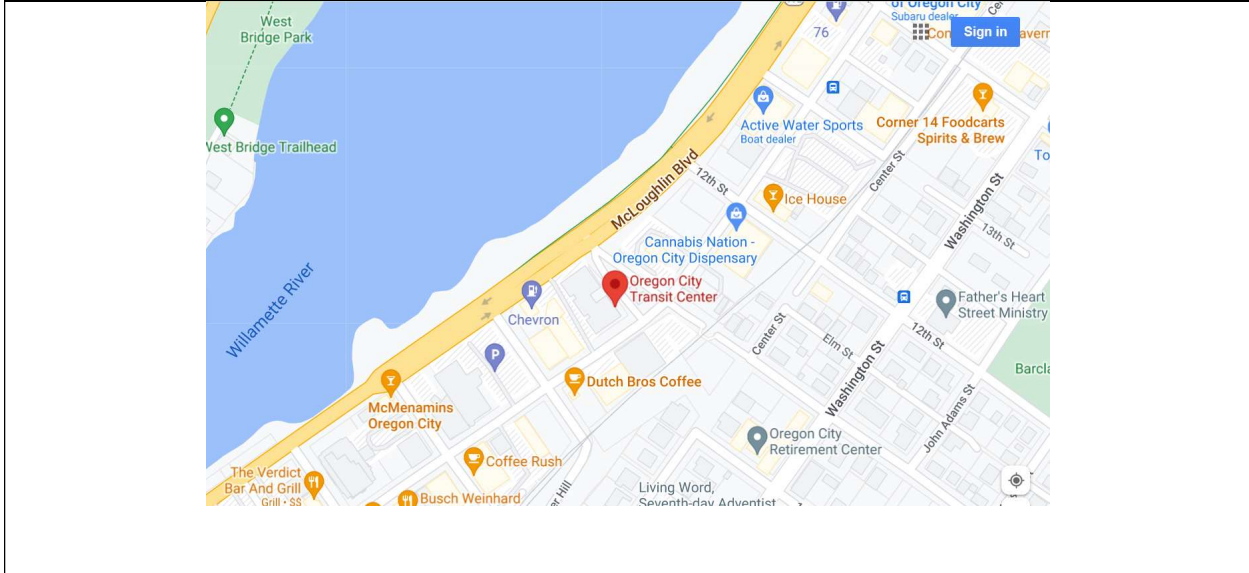
TriMet spokesperson Tia York said that the Oregon City Transit Center redesign project still needs an architect to create renderings, so it's unknown when construction would take place at the corner of 11th and Main streets. York said that the project will support TriMet and partner transit agencies' long-term goals to increase ridership through new and improved bus service in Clackamas County.

"The project will expand and retrofit the existing transit center to add bus layover facilities, including space for non-TriMet bus service partners," York said. "Riders can expect new lighting, bus stop shelters and other improvements that will make the transit center safer and easier to use, including sidewalk improvements along McLoughlin Boulevard.



Project Location Map References





Support Item(s):

Proof of Funding/Fiscal Constraint Verification

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



United States of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 117th CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-462 carries the same weight as language included in this joint explanatory statement and should be compiled with uniformity.

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense.

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	DR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	DR	2,560,000	Schrader	MerKey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H

December 20, 2022

Project #6	Willamette Shore Line Rail & Trestle Repair
Key	(Add new project)
TBD	Lead Agency: TriMet

Project Description:

The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)

Identifications/Key Consistency Check Areas:

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$2 million.

Description of Changes

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The Willamette Shore Line Rail & Trestle Repair project continues the maintenance and repair work

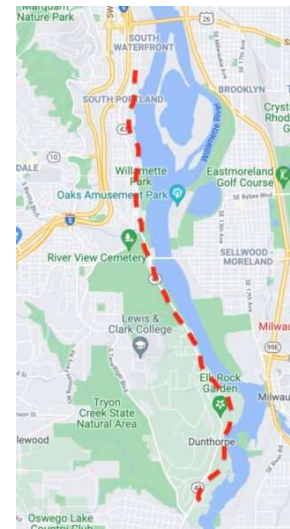
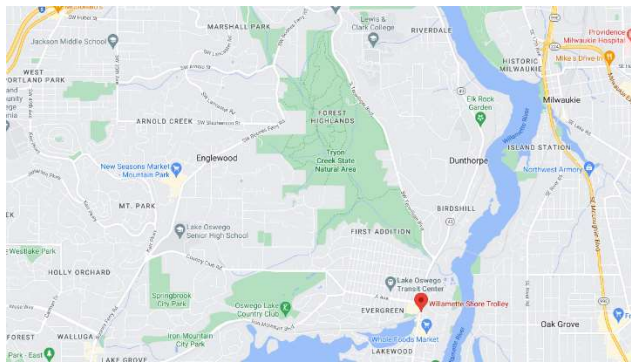


initiated in the early project programmed in Key 22666. The earmark represents follow-on funding in support of the rail and trestle repair activities.

The Willamette Shore Trolley is a heritage railroad or heritage streetcar that operates along the west bank of the Willamette River between Portland and. The right-of-way is owned by a group of local-area governments who purchased it in 1988 in order to preserve it for potential future rail transit. Streetcar excursion service began operating on a trial basis in 1987, lasting about three months, and regular operation on a long-term basis began in 1990. The Oregon Electric Railway Historical Society has been the line's operator since 1995.

The railroad offers passenger excursions using a historic or replica-historic trolley on a former Southern Pacific line previously known as the Jefferson Street Branch Line. The line runs for 5.5 miles (9 km), including a passage through the 0.25-mile-long (0.4 km) Elk Rock Tunnel.


Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
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OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



Congressional Record

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Vol. 168 WASHINGTON, TUESDAY, DECEMBER 20, 2022 No. 198—Book III

Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2027, CONSOLIDATED APPROPRIATIONS ACT, 2023.

The following is an explanation of the Consolidated Appropriations Act, 2023.

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES' APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

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DEPARTMENT OF TRANSPORTATION—Continued
(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requester(s)		Originator
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Metro bus garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Boromaci		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merkey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merkey, Wyden	H

S9402

CONGRESSIONAL RECORD — SENATE

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 ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- 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 Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2023 Formal MTIP amendment (MY23-09-MAY) will include the following:

<u>Action</u>	<u>Target Date*</u>
• TPAC Agenda mail-out.....	April 28, 2023
• Initiate the required 30-day public notification process.....	May 2, 2023**
• TPAC notification and approval recommendation.....	May 5, 2023
• JPACT approval and recommendation to Council.....	May 18, 2023
• Completion of public notification process.....	May 31, 2023
• Metro Council approval.....	May 31/June 1, 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.
- *** The Council date for the May Formal MTIP amendment has not been assigned as of 5/5/2023. Staff expects a final Council date confirmation to occur in early June.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 7 ,2023
• USDOT clarification and final amendment approval.....	Mid-July 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

MAY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MAY 19, 2023

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. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.

No Attachments.