

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 24-5380
AMENDING SEVEN PROJECTS TO THE)	
MTIP TO MEET FEDERAL DELIVERY)	Introduced by: Chief Operating
REQUIREMENTS)	Officer Marissa Madrigal in
)	concurrence with Council President
)	Lynn Peterson

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

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

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; 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, an updated project review by the Oregon Department of Environmental Quality has determined that a Congestion Mitigation Air Quality improvement funded project awarded to the Beaverton School District to purchase and install electric vehicle chargers for their buses will not move forward and needs to be canceled; and

WHEREAS, Metro’s federal Carbon Reduction Program awarded funding of \$6 million to the new 82nd Ave Bus Rapid Transit Project Development planning activity in support of TriMet’s efforts to secure a Small Starts grant to construct the project; and

WHEREAS, ODOT’s OR47/US30 ADA Curb and Ramps upgrade project has experienced unexpected construction phase cost increases and now requires approximately \$3.88 million to address added Utility Relocation and Construction phase costs; and

WHEREAS, TriMet is updating their FTA Section 5310 elderly and disabled persons program service estimates and adding local overmatching funds to better reflect their total program funding commitments; and

WHEREAS, ODOT and West Linn are completing a required rescoping action to the OR43 Willamette Dr at Marylhurst Dr upgrade project due to budget limitations which will now focus only on needed signal and pedestrian improvements at the intersection; and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for the new and amended projects; and

WHEREAS, the programming updates to the seven projects in the January 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on January 5, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the eight projects within Exhibit A to complete the required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 8th day of February 2024.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

Exhibit A to Resolution 24-5380
January FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JA24-04-JAN

The January Federal Fiscal Year 2024 Formal MTIP Amendment adds or amends seven projects for various reasons to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Beaverton School District Electric Chargers:** The formal amendment cancels the project and removes from the MTIP.
- **Key 23589 - New Metro 82nd Ave Bus Rapid Transit (BRT) Project Development:** The formal amendment adds the new Metro led 82nd Ave BRT project development planning effort to assist TriMet as they move forward to secure an FTA Small Starts grant to fund the BRT project. TriMet also will be adding a similar project development project in support of the 82nd Ave BRT (expected in February) that will complete environmental and preliminary design actions. The Metro funded portion is from the new Carbon Reduction Program (CRP) allocation.
- **Key 23239:** Initially, the project grouping bucket provided \$5 million of Metro awarded Carbon funds and \$1 million of federal STBG (from Key 23229) for the new 82nd Ave BRT Project Development planning project. However due to a potential eligibility conflict with another Carbon funded project, the STBG is being swapped with the Carbon funds. The final adjustment will occur later via an administrative action. The added \$1 million of Carbon funds will be swapped with the Climate Smart Implementation project grouping bucket. This adjustment will occur administratively. As a result, a total of \$6 million of Metro awarded Carbon funds are now committed to the 82nd Ave BRT Project Development project.
- **Key 23229:** Initially \$1 million of federal STBG was split off from this project grouping bucket and committed to the new 82nd Ave BRT Project Development project. However, subsequent to TPAC approval for Key 23589 with the STBG funds, potential eligibility issues have arisen with another Metro Carbon funded project. As a result, the \$1 million of STBG on Key 23589 is being swapped with the Carbon funds on the other project to eliminate the potential eligibility conflict. The 82nd Ave BRT Project Development project in Key 23589 remains with a total of \$6 million of federal funds (all Carbon now) being programmed in the Preliminary Engineering (PE) phase. There is no change in project scope to Key 23589.
- **Standard Formal Amendment Updates (e.g. Cost increases, scope and limit changes, name and description changes, etc.):**
 - Key 22435 – ODOT - OR47/OR8/US30 Curb Ramps: Cost increase.
 - Keys 22185 and 23188 – TriMet – Formula 5310 programs: Update FTA estimates and add overmatch.
 - Key 20329 – West Linn - OR43: Willamette Dr at Marylhurst Dr (West Linn): Adjust project name and description for scope change impacts.

The Exhibit A Tables starting on the next page to Resolution 24-5380 (or MTIP Worksheets) provide the additional details about the changes and programming actions for the included projects.

2024-2027 Metropolitan Transportation Improvement Program Exhibit A to Resolution 24-5380				
January FFY 2024 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: JA24-04-JAN Total Number of Projects: 8 7				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations:				
(#1) ODOT Key # 23462 MTIP ID 71394	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>CANCEL PROJECT:</u> The formal MTIP amendment cancels Key 23462 from the 2024-27 MTIP. DEQ has determined the project will not proceed forward and has requested ODOT to cancel the project.
Category: 82nd Ave Bus Rapid Transit (BRT) Project Development Related				
(#2) ODOT Key # NEW - TBD MTIP ID TBD	Metro	82nd Ave Bus Rapid Transit Project Development: Sunnyside-PDX	Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to assist TriMet obtain a Small Starts grant.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new project to the 2024-27 MTIP which will support the completion of various project development activities as TriMet moves forward to secure a Small Starts grant for the project as well.
(#3) ODOT Key # 23239 MTIP ID 71331	Metro	Carbon Reduction Program Reserve	Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.	<u>SPLIT PROJECT:</u> The formal amendment splits \$6 million of CRP funds (plus match) and transfers them to the new Metro 82 nd Ave BRT project.

(#4) ODOT Key # 23229 MTIP ID 71304	Metro	CANCELED ACTION Transit Corridor Development (FFY 2026)	Metro UPWP RFFA Step 1 funds to study and evaluate the development of future transit transportation corridors in the Metro region	<u>SPLIT PROJECT</u> Split \$1 million of STBG-U (and match) and transfer it to the new Metro BRT Project Development study. January 18, 2024 Update: Due to a potential eligibility conflict with another Metro Carbon funded project, the STBG that was to be applied to the 82 nd Ave BRT Project Development project will now be swapped with Carbon funds and applied to the other project. The swap will occur administratively as a separate action. As a result, the planned commitment of STBG to the 82 nd Ave BRT Project Development project will not occur. No amendment action within the January 2024 Formal MTIP Amendment bundle is required. Key 23229 is dropped and removed from the formal amendment.
Remaining Standard Project Amendments (e.g. cost increases, scope, limit changes, etc.)				
(#4) ODOT Key # 22435 MTIP ID 71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	<u>COST INCREASE:</u> Add a small Utility Relocation (UR) phase and increase construction to address the revised construction phase estimate
(#5) ODOT Key # 22185 MTIP ID 71214	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2024

(#6) ODOT Key # 23188 MTIP ID 71317	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2025
(#7) ODOT Key # 20329 MTIP ID 70882	West Linn	OR43: Marylhurst Dr- Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd. Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.	<u>SCOPE CHANGE:</u> The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and will be limited to intersection safety improvements plus upgrades to the traffic signal. Revise project limits and scope based on adjusted cost estimates. Change project name and description as a result.

Proposed Amendment Review and Approval Steps:

- Wednesday, January 3, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, January 5, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, January 18, 2024: JPACT meeting.
- Friday, February 2, 2024: End 30-day Public Comment period.
- Thursday, February 8, 2024: Final approval from Metro Council anticipated.
- Early March 2024: Estimated final USDOT amendment approvals occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
Cancel and remove the project
from the MTIP

Project #1

Project Details Summary

ODOT Key #	23462	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	71394	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:	24-27-0575		

Summary of Amendment Changes Occurring:

The formal amendment cancels and removes the project from the 2024-27 MTIP. DEQ awarded the CMAQ funds to the Beaverton School District to support the procurement of EV chargers for their buses. However, the will not now move forward and DEQ has authorized ODOT to cancel the project.

Project Name: Beaverton School District EV Chargers

Lead Agency:	Beaverton School District	Applicant:	Beaverton School District	Administrator:	DEQ
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Purchase and install electric wall mount chargers.

MTIP Detailed Description (Internal Metro use only):

In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton (DEQ CMAQ award, EMRED - VOC: 0.108, NOX: 2.585, CO: 1.114, CO2: 100,786, PM10: 0.107, PM2.5: 0.027).

STIP Description: Purchase and install electric wall mount chargers for electric vehicles (EV).

Project Classification Details

Project Type	Category	Features	System Investment Type
Other	System Management & Operations	Other	Other
ODOT Work Type:	CMAQ		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQ	Y400	2023		—			\$ 70,312		\$ -
CMAQ	Y400	2023						\$ 98,795	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 62,791					\$ -
Local	Match	2023					\$ 8,048		\$ -
Other	OTH0	2023					\$ 358,212		\$ -
Local	Match	2023						\$ 11,308	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals									
Existing Programming Totals:			\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (62,791)	\$ -	\$ -	\$ (436,572)	\$ (110,103)	\$ (609,466)
Phase Change Percent:	0.0%	-100.0%	0.0%	0.0%	-100.0%	-100.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:		Not Applicable	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding? DEQ awarded CMAQ.							
2. Does the amendment include changes or updates to the project funding? Yes. The awarded DEQ CMAQ is being removed from the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT review and DEQ approval to cancel the project.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	0	No activity.	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-24-AUG3
Last Amendment Action	PHASE SLIP: Slip PE phase to FFY 2024						

Anticipated Required Performance Measurements Monitoring							Notes
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	
	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2, Mass Transit
Exemption Reference:	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. The project is not located on any of the Metro transportation networks. The project is not capacity enhancing and removing it does not impact the transportation demand modeling network.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Not Applicable
RTP Project Description:	Not Applicable

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Planning project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

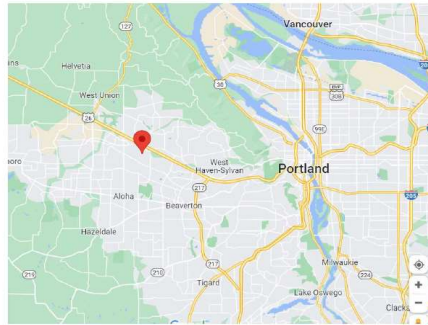
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: None.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be January 3, 2024 to February 2, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7.	Added notes: The decision to cancel ad remove the project was made by DEQ, fund awarding agency.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional local funds committed by the lead agency above and beyond the minimum match requirement to the federal funds to cover the costs of the project phase.



Project Location Map



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	100.00%	0.00
	Y400	CMAQ congestion mitigation air quality IIA	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
OT	Y400	CMAQ congestion mitigation air quality IIA	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
	Grand Totals			0.00		0.00		0.00		0.00

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

ADD NEW PROJECTAdd the new Metro awarded CRP
project development project**Project #2****Project Details Summary**

ODOT Key #	23589	RFFA ID:	N/A	RTP ID:	12029	RTP Approval Date:	11/30/2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new Metro Carbon Reduction Program (CRP) award to the MTIP in support of the planned new 82nd Ave Bus Rapid Transit (BRT) project. The project development activities will complete pre-NEPA and design activities and continue through the completion of NEPA and final design in support TriMet's effort to obtain a FTA Small Starts grant. Metro's funding includes a \$5 million CRP award and a \$1 million UPWP Next Corridor study grant award. TriMet will submit a separate project development project similar Metro's project as part of the February 2024 Formal Amendment bundle in support of their effort to secure the Small Starts grant. The split programming approach is necessary and has been approved by FTA. The estimated total funding to complete PE/project development to then move forward into construction is \$30 million. The RTP's estimated total project cost to complete the project is \$300 million.

Project Name:	82nd Ave Bus Rapid Transit Project Development: PDX-Sunnyside						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to assist TriMet obtain a Small Starts grant

MTIP Detailed Description (Internal Metro use only):

In Portland proposed on 82nd Ave from Sunnyside Ave in the south and then north to Airport Way/PDX, complete project development activities in support of the new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to support TriMet's effort to obtain a Small Starts grant for the project.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Bus Rapid Transit	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2024		\$ 6,000,000					\$ 6,000,000
									\$ -
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000

Note: Metro has awarded a total \$6 million of federal funds in support of the 82nd Ave BRT Project Development project. Initially \$5 million of Metro Carbon funds and \$1 million of Metro Surface Block Grant (STBG-U) funds were awarded to the project. However, subsequent to the TPAC meeting, an eligibility conflict has emerged with another Metro awarded CRP funded project. To avoid potential conflicts, the STBG on this project is being swapped with \$1 million of Carbon funds from the Climate SMART Implementation project. The net result is the 82nd Ave BRT Project Development project remains with \$6 million of federal funds.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 686,727					\$ 686,727
									\$ -
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost							\$ 300,000,000
Total Cost in Year of Expenditure:							\$ 300,000,000
Notes: The Estimated total Project cost and YOY cost reflect the total estimated constructed project cost as identified in the RTP for ID 12029.							

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming PE related project development (NEPA & project design) activities for now.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not Applicable
EA Number:		Not Applicable					FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:		Not Applicable					FMIS or TrAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/30/2026
Completion Date Notes: The completion date is for the project development planning study effort only							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight. This project will be under FTA oversight.							

Fiscal Constraint Consistency Review	
1.	What is the source of funding? Metro allocated CRP awarded to the project and prior approved UPWP Transit Corridor Development funds.
2.	Does the amendment include changes or updates to the project funding? Yes. This is a new project being added to the MTP. The CRP awarded funds are from a ODOT allocation to Metro which Metro Council awarded to the project on 6-15-2023.
3.	Was proof-of-funding documentation provided to verify the funding change? Yes, via Council agenda item awarding the funds.
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No OTC or ODOT approval was required. Metro Council approval for the CRP funds was required.
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	82nd Ave		SE Powell Blvd		NE Airport Way
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not. Not Applicable						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		X	X	X	Equity Focus Areas: The project limits cross over several EFAs. Most are "yes". Overall People of Color (POC), Limited English (LE), and Limited Income(LI) = Yes
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		X
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
							X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	The project development portion is considered a planning effort and is not capacity enhancing. The full BRT project is considered capacity enhancing and requires transportation demand modeling analysis.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project development portion (this project) is exempt for a conformity determination. Exemption reference is 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Planning and technical studies.
Was an air analysis required as part of RTP inclusion?	Yes, the full constructed project requires transportation demand modeling analysis. The project development portion (this project) does not require modeling analysis.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, the full constructed project has completed transportation demand modeling analysis as part of the new 2023 RTP base don the LPA.
RTP Constrained Project ID and Name:	ID#: 12029 - HCT: 82nd Ave Transit Project
RTP Project Description:	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally no designation. However, a small portion for 82nd Ave near the airport is designated as a Regional Intermodal Connector.
Yes	Bicycle	In some portions on 82nd Ave in the projects, the arterial is designated as a Regional Bikeway
Yes	Pedestrian	For most of the project limits, 82nd Ave is designated as a Pedestrian Parkway. Near the airport, the designation changes to be a Regional Pedestrian Corridor.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	82nd Ave	MAP 21 NHS Principal Arterials and near the airport, the designation changes to be a Intermodal Connector
Functional Classification	Yes	82nd Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? Yes.
3a.	If yes, is an amendment required to the UPWP? The SFY 2025 UPWP is being updated to include the project.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro Funded Stand-Alone project.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #11 - Transparency and Accountability:</u> Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.</p> <p><u>Goal #9 - Equitable Transportation:</u> Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No and Yes. The planning project portion (this project) is not subject to the special performance assessment requirement. The full project once funded will be subject to a special performance assessment evaluation as it exceeds \$100 million in total project cost and is capacity enhancing.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 3, 2024 to February 2, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Some comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. For this specific project amendment, Metro may receive a sufficient number of comments that may require a comment log.**
7. Added notes: The amendment public comment process will be expanded a little to compensate for the holidays. The comment period will be completed prior to the proposed Metro Council approval date of February 8, 2024. If a significant number of comments (positive or negative) are received, then the project amendment may be pulled from the proposed February Council approval date and push out to a later date if required.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



Council meeting agenda

Thursday, June 15, 2023 10:30 AM Metro Regional Center, Council Chamber,
<https://www.youtube.com/live/vSo1bJifSI?feature=share>,
<https://zoom.us/j/615079992> Webinar ID:
 615 079 992 or 888-475-4499 (toll free)

Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

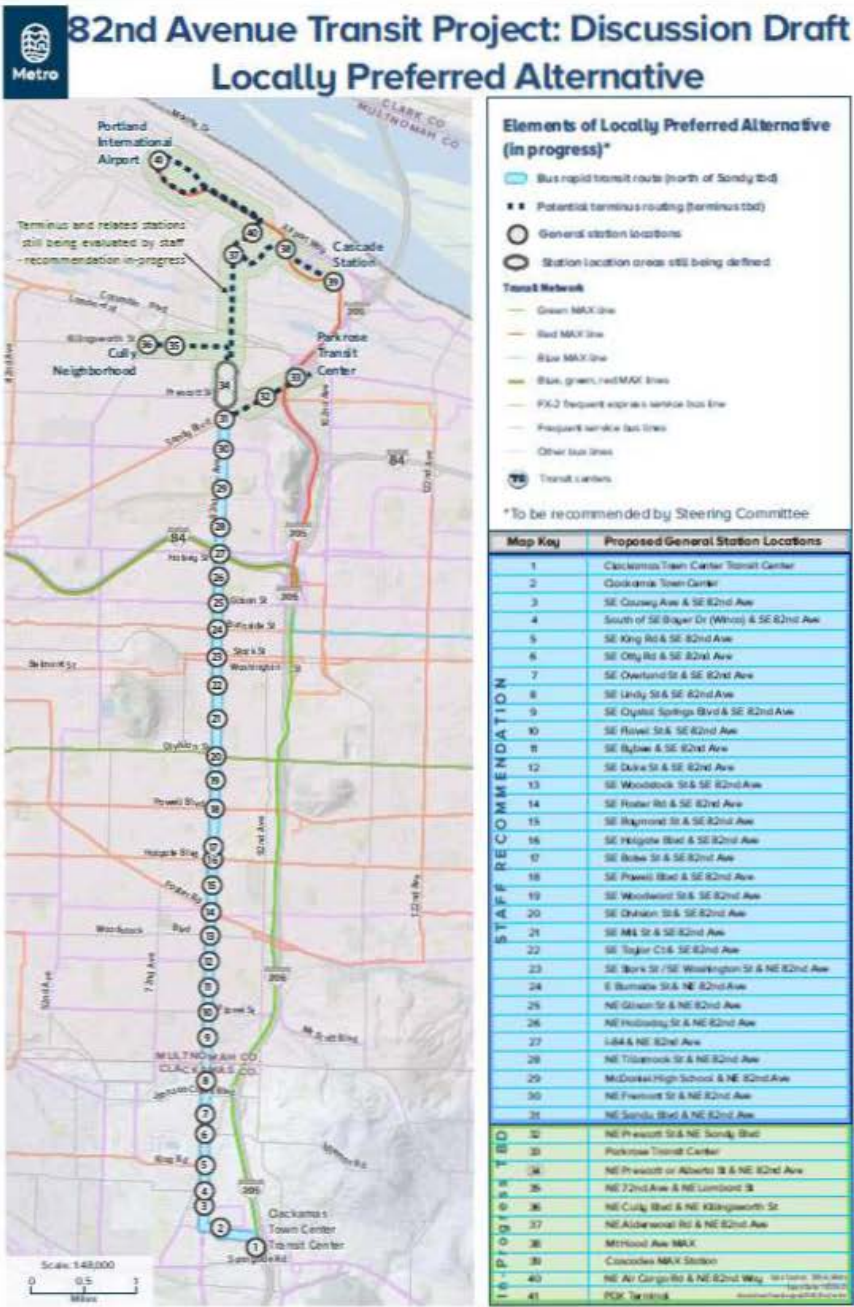


Council meeting Agenda June 15, 2023

- 5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.
- Presenter(s): Ted Leybold (he/him), Metro
Grace Cho, Metro
- Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

January 18, 2024 Update:

\$5 million of Metro Carbon funds have been approved to the 82nd Ave BRT Project Development project along with \$1 million of UPWP STBG Transit Corridor Development federal funds. The federal total is \$6 million awarded. Due to possible eligibility issues for the Climate SMART project, \$1 million of the \$1.8 million of Carbon funds are being swapped with the STBG on this project. This increases the total CRP funds for the 82nd Ave BRT project to \$6 million.



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

SPLIT PROJECT

Split and transfer \$5 million CRP to the 82nd Ave BRT project

Project #3**Project Details Summary**

ODOT Key #	23239	RFFA ID:	50440	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	71331	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment splits \$5 million of Carbon funds (plus match) and transfers them to the new Metro 82nd Ave Bus Rapid Transit project. Metro is using awarded Carbon Reduction Program (CRP) funds to support the project. The project development activities will complete pre-design and pre-NEPA actions in support of TriMet's effort to obtain a FTA Small Starts grant. Metro's funding includes a \$5 million CRP award and a \$1 million UPWP Next Corridor study grant award. TriMet will be submitting a separate similar project for then to complete project development activities in support of their effort to secure the Small Starts grant as well. The split programming approach is necessary and has been approved by FTA.

Project Name: **Carbon Reduction Program Reserve**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	N/A

Short Description:

Funding to focus on transportation activities which reduce the emissions of carbon and greenhouse gases from transportation sources.

MTIP Detailed Description (Internal Metro use only):

Created by the Bipartisan Infrastructure Law, a new funding program created to focus on transportation activities which reduces the emissions of carbon and greenhouse gases from transportation sources. Federal rules and guidance outlines state and metropolitan planning organization requirements for allocating and spending dollars, in addition to defining overarching eligible activities for funds. The Metro allocation of funding for the Carbon Reduction Program is still to be determined but will be guided by the region's Climate Smart Strategy.

STIP Description: Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Other	Other	Other
ODOT Work Type:	OP-Carbon		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2027	—	—				\$ 17,039,213	\$ -
Carbon	Y601	2027						\$ 11,039,213	\$ 11,039,213
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,039,213	\$ 11,039,213
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Carbon)	Match	2027						\$ 1,950,214	\$ -
Local (Carbon)	Match	2027						\$ 1,263,487	\$ 1,263,487
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,263,487	\$ 1,263,487

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,989,427	\$ 18,989,427
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,302,700	\$ 12,302,700
Total Estimated Project Cost							\$ 13,416,040
Total Cost in Year of Expenditure:							\$ 13,416,040

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is a PGB bucket supporting specific carbon reduction projects. The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (6,686,727)	\$ (6,686,727)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-35.2%	-35.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,263,487	\$ 1,263,487
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,039,213	\$ 11,039,213
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,263,487	\$ 1,263,487
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,302,700	\$ 12,302,700

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.7%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TrAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes: The completion date is for the project development planning study effort only							
Are federal funds being flex transferred to FTA?		YES		If yes, expected FTA conversion code:			5307
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight. This project will be under FTA oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Metro allocated Carbon Reduction Program (CRP) Funds.	
2. Does the amendment include changes or updates to the project funding? Yes. The formal amendment splits off \$5 million of CRP funds and reprograms them to the new Metro 82nd Ave BRT project.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Council agenda item awarding the funds.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No OTC or ODOT approval was required. Metro Council approval for the CRP funds was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note: Key 23239 is a non specific project grouping bucket (PGB) supporting Carbon Reduction Program projects which once approved are split off as separate stand-alone projects in the MTIP.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2027	Years Active	0	Project Status	Active	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	December 2023	Last MTIP Amend Num	AM24-04-DEC2
Last Amendment Action	Split \$1.8 million off the PGB to support the Metro Climate Smart Implementation Program						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X					Other performance measure goals may apply depending on specific projects the funds are committed

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	The project development portion is considered a planning effort and is not capacity enhancing. The full BRT project is considered capacity enhancing and requires transportation demand modeling analysis.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project development portion (this project) is exempt for a conformity determination. Exemption reference is 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Planning and technical studies.

Was an air analysis required as part of RTP inclusion?	Yes, the full constructed project requires transportation demand modeling analysis. The project development portion (this project) does not require modeling analysis.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, the full constructed project has completed transportation demand modeling analysis as part of the new 2023 RTP base don the LPA.
RTP Constrained Project ID and Name:	ID#: 11103 - Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally no designation. However, a small portion for 82nd Ave near the airport is designated as a Regional Intermodal Connector.
Yes	Bicycle	In some portions on 82nd Ave in the projects, the arterial is designated as a Regional Bikeway
Yes	Pedestrian	For most of the project limits, 82nd Ave is designated as a Pedestrian Parkway. Near the airport, the designation changes to be a Regional Pedestrian Corridor.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	82nd Ave	MAP 21 NHS Principal Arterials and near the airport, the designation changes to be a Intermodal Connector
Functional Classification	Yes	82nd Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No
3.	Is the project included as part of the approved: UPWP? No
3a.	If yes, is an amendment required to the UPWP? No
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable for the generic PGB.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #11 - Transparency and Accountability:</u> Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.</p> <p><u>Goal #9 - Equitable Transportation:</u> Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No and Yes. The planning project portion (this project) is not subject to the special performance assessment requirement. The full project once funded will be subject to a special performance assessment evaluation as it exceeds \$100 million in total project cost and is capacity enhancing.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 3, 2024 to February 2, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Some comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. For this specific project amendment, Metro may receive a sufficient number of comments that may require a comment log.**
7. Added notes: The amendment public comment process will be expanded a little to compensate for the holidays. The comment period will be completed prior to the proposed Metro Council approval date of February 8, 2024. If a significant number of comments (positive or negative) are received, then the project amendment may be pulled from the proposed February Council approval date and push out to a later date if required.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



Council meeting agenda

Thursday, June 15, 2023 10:30 AM Metro Regional Center, Council Chamber,
<https://www.youtube.com/live/vSo1bJifSI?feature=share>,
<https://zoom.us/j/615079992> Webinar ID:
 615 079 992 or 888-475-4499 (toll free)

Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

il meeting Agenda June 15, 2023

- 5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.
- Presenter(s): Ted Leybold (he/him), Metro
Grace Cho, Metro
- Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

Original Programming for Key 23239



Metro

Transportation tracker

Welcome Ken Lobeck (Admin)

[Logout](#)[Glossary](#)[Documentation](#)

home	admin	RTP	RFFA	MTIP	FUND		search	
details	costs	programming	map	amendments	obligations	earmarks	comments	rffa

ODOT Key: 23239 | MTIP ID: 71331

Carbon Reduction Program (Bucket) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2027		\$18,839,213	\$2,156,232		\$20,995,445	<input type="checkbox"/>
	2027	Carbon Reduction - Urban	\$18,839,213	\$2,156,232		\$20,995,445	
Totals >>			\$18,839,213	\$2,156,232	\$0	\$20,995,445	

Reduction maded via December 2024 #2 Admin Mod splitting \$1.8 million of STBG from the PGB.

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2027						\$ 18,839,213	\$ -
Carbon	Y601	2027						\$ 17,039,213	\$ 17,039,213
								\$ -	\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,039,213	\$ 17,039,213
Note: HSIP in PE and Construction is 100% federal									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027						\$ 2,156,232	\$ -
Local	Match	2027						\$ 1,950,214	\$ 1,950,214
								\$ -	\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,995,445	\$ 20,995,445
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,989,427	\$ 18,989,427
			Total Estimated Project Cost						\$ 18,989,427
			Total Cost in Year of Expenditure:						\$ 18,989,427

After the December #2 Admin Mod the revised Carbon funds for 23239 is \$17,039,213. \$5 million for the new 82nd Ave BRT planning study project is split through the formal amendment resulting in a revised Carbon amount of \$12,039,213 and required local match.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment
COST INCREASE
Create a small UR phase and
increase Construction

Project #4**Project Details Summary**

ODOT Key #	22435	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	71257	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:	24-27-0586		

Summary of Amendment Changes Occurring:

The formal amendment adds a Utility Relocation phase and adds funds to the construction phase. . The changes are above the thresholds for administrative modifications. The net cost change is 26.6% which is above the 20% threshold for administrative cost changes to MTIP projects. The project requires the addition of a Utility phase (UR) to cover utility reimbursements and an increase in Construction phase (CN) to cover additional and increased project costs. The project will construct approximately 250 curb ramps along OR47, OR8, and US 30 in Forest Grove, Gaston, Vernonia, and Ranier. Construction cost bids are higher due to: 1) an abundance of work and firms experiencing resource and staffing limitations, 2) design and delivery are being outsourced with increases in temporary traffic features, 3) more locations than projected were found to require 3D modeling, 4) more signal and utility relocations, and 5) extensive earthwork to get slopes within allowable limits.

Project Name: **OR47/OR8/US30 Curb Ramps**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	N/A

Short Description:

Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons

MTIP Detailed Description (Internal Metro use only):

At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disabled persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation Complete Streets	Active Trans - Pedestrian	Sidewalks - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z24E Y240	2022		\$ 3,768,660					\$ -
State STBG	Z24E Y240	2023			\$ 1,356,718				\$ 1,356,718
AC-STBGS	ACP0	2024				\$ 26,919			\$ 26,919
State STBG	Y240	2024					\$ 7,944,848		\$ 7,944,848
AC-STBGS	ACP0	2024					\$ 3,455,011		\$ 3,455,011
Federal Totals:			\$ -	\$ 3,768,660	\$ 1,356,718	\$ 26,919	\$ 11,399,859	\$ -	\$ 12,783,496

Note: The estimated AC conversion code is State STBG

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2022		\$ 431,340					\$ 431,340
State	Match	2023			\$ 155,282				\$ 155,282
State (AC)	Match	2024				\$ 3,081			\$ 3,081
State	Match	2024					\$ 909,323		\$ 909,323
State (AC)	Match	2024					\$ 395,441		\$ 395,441
State Totals:			\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 8,854,171	\$ -	\$ 14,566,171
Amended Programming Totals			\$ -	\$ 4,200,000	\$ 1,512,000	\$ 30,000	\$ 12,704,623	\$ -	\$ 18,446,623
Total Estimated Project Cost									\$ 18,446,623
Total Cost in Year of Expenditure:									\$ 18,446,623
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ -	\$ 30,000	\$ 3,850,452	\$ -	\$ 3,880,452
Phase Change Percent:			0.0%	0.0%	0.0%	100.0%	43.5%	0.0%	26.6%
Amended Phase Matching Funds:			\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 3,768,660	\$ 1,356,718	\$ 26,919	\$ 11,399,859	\$ -	\$ 16,552,156
State			\$ -	\$ 431,340	\$ 155,282	\$ 3,081	\$ 1,304,764	\$ -	\$ 1,894,467
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 4,200,000	\$ 1,512,000	\$ 30,000	\$ 12,704,623	\$ -	\$ 18,446,623

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.7%	89.7%	89.7%	89.7%	0.0%	89.7%
State	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	20.43%	7.35%	0.15%	61.80%	0.0%	89.73%
State	0.0%	2.34%	0.8%	0.02%	7.07%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	22.8%	8.20%	0.16%	68.87%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 4,200,000	\$ 1,512,000				Aid ID
Federal Funds Obligated:		\$ 3,768,660	\$ 1,356,718				SA00(466)
EA Number:		PE003364	R9870000				FHWA or FTA
Initial Obligation Date:		12/22/2021	5/22/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
				Estimated Project Completion Date:		12/31/2027	
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	Yes/No	If yes, expected FTA conversion code:	N/A
--	--------	---------------------------------------	-----

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT managed funds.	
2. Does the amendment include changes or updates to the project funding? Yes. An UR is added along with an increase to the Construction phase.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per STIP Impacts Worksheet	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR47	17.88	20.29	2.41
	Yes	OR47	19.44	25.27	5.83
	Yes	OR47	60.87	62.77	1.9
	Yes	OR47	88.68	90.59	1.91
	Yes	OR47	88.53	88.53	0
	Yes	US30	46.66	48.4	1.74
Cross Streets	Route or Arterial		Cross Street		Cross Street
No	Not Applicable		Not Applicable		Not Applicable

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2022	Years Active	3	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	5	Last Amendment	Formal	Date of Last Amendment	October 2023	Last MTIP Amend Num	OC23-02-OCT
Last Amendment Action	COST INCREASE: Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	The small portion in the Metro MPA boundary on OR47 at OR8 and north is in an EFA: POC = Yes, LEP = Yes. LI = Yes

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Bicycle and Pedestrian Facilities
Was an air analysis required as part of RTP inclusion?	No. Not Applicable

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR47 in the project limits is identified as a Throughway
Yes	Transit	A small portion on OR47 in the project limits is designated as a Regional Bus route
Yes	Freight	OR47 in the project limits is identified as a Main Roadway Route
Yes	Bicycle	OR47 in the project limits is identified as a Bicycle Parkway
Yes	Pedestrian	OR47 in the project limits is identified as a Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR47	Map-21 Principal Arterial
Functional Classification	Yes	OR47	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR47	3 = Other Principal Arterial

Note: The US30 location is outside of the Metro MP A boundary area.

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes, on OR47 in the project limits.
3.	Is the project included as part of the approved: UPWP? Not Applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.

4. Applicable RTP Goals:

Goal # 5 - Safety and Security:

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel, data and analysis.

Goal #9: Equitable Transportation:

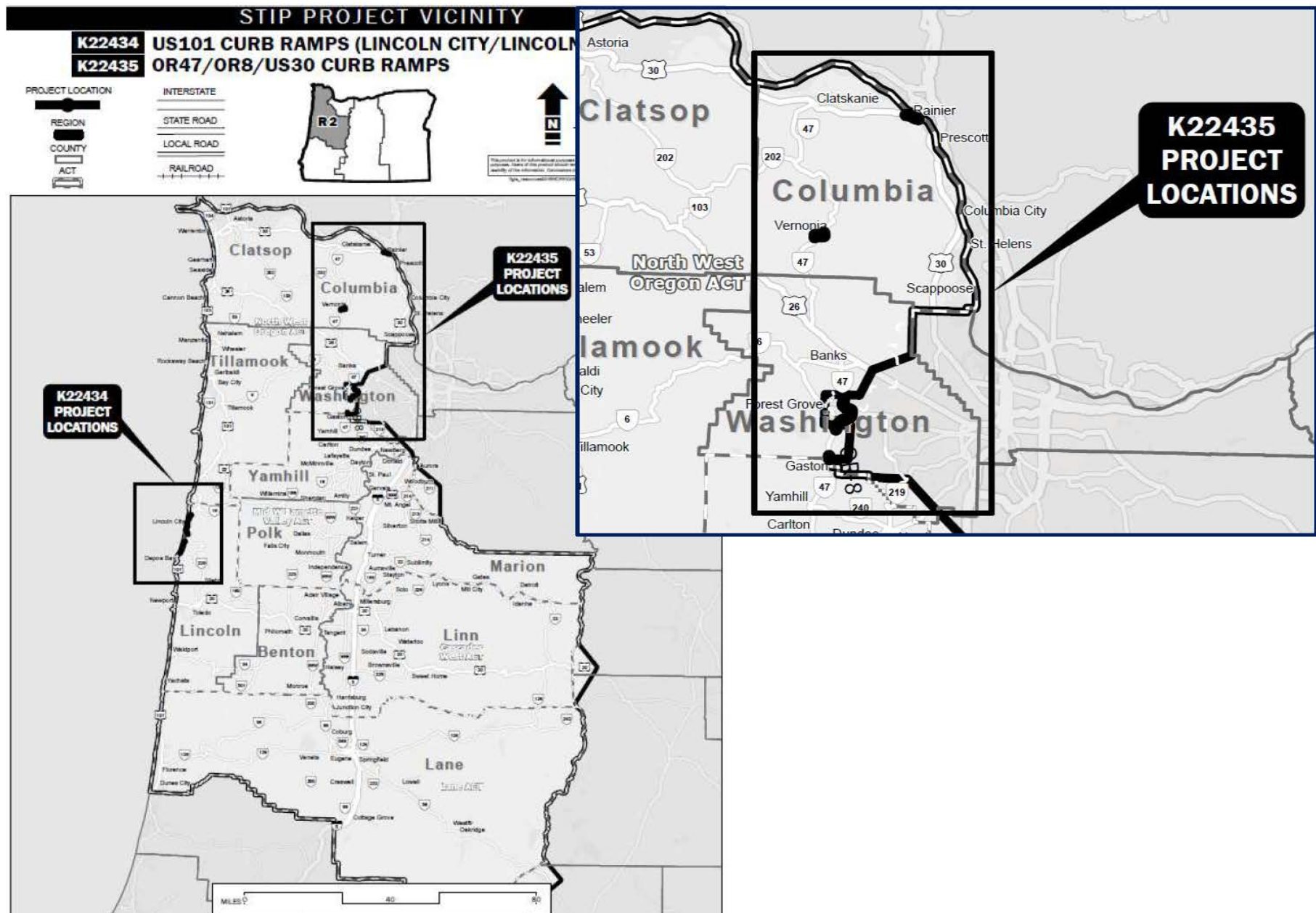
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be January 3, 2024 to February 2, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7. Added notes:

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-STBGS	This is the later projected federal conversion code for the advance constructions being programmed now. AC-STBGS means that the advance construction funds will be converted into State STBG funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
State	General state funds committed to the project to cover the required minimum federal match to the federal funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	PE Totals		100.00%	4,200,000.00		3,768,660.00		431,340.00		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	32.66%	493,797.38	89.73%	443,084.39	10.27%	50,712.99	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	67.34%	1,018,202.62	89.73%	913,633.21	10.27%	104,569.41	0.00%	0.00
	RW Totals		100.00%	1,512,000.00		1,356,717.60		155,282.40		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	100.00%	30,000.00	89.73%	26,919.00	10.27%	3,081.00	0.00%	0.00
	UR Totals		100.00%	30,000.00		26,919.00		3,081.00		0.00
CN	ACP0	ADVANCE CONSTRUCT PR	30.31%	3,850,452.00	89.73%	3,455,010.58	10.27%	395,441.42	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	69.69%	8,854,171.00	89.73%	7,944,847.64	10.27%	909,323.36	0.00%	0.00
	CN Totals		100.00%	12,704,623.00		11,399,858.22		1,304,764.78		0.00
Grand Totals				18,446,623.00		16,552,154.82		1,894,468.18		0.00



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD FUNDS
 Revise 5310 UZA estimates & add
 overmatch

Project #5**Project Details Summary**

ODOT Key #	22185	RFFA ID:	N/A	RTP ID:	11334 12096	RTP Approval Date:	11/30/2023
MTIP ID:	71214	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment modifies the estimate 5310 formula apportionments and adds local overmatch to the project. The net result is a cost increase of 49% which is above the 20% threshold for administrative changes involving cost changes.

Project Name:	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services.

STIP Description: Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Other
ODOT Work Type:	Transit		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other (Transit)	Total
Federal Funds									
5310 (50/505)	5310	2024						\$ 298,331	\$ 298,331
5310 (80/20)	5310	2024						\$ 1,782,846	\$ -
5310 (80/20)	5310	2024						\$ 1,806,718	\$ 1,806,718
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,049	\$ 2,105,049
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (50/50)	Match	2024						\$ 298,331	\$ 298,331
Local (80/20)	Match	2024						\$ 445,712	\$ -
Local (80/20)	Match	2024						\$ 451,680	\$ 451,680
Other	OTH0	2024						\$ 1,355,039	\$ 1,355,039
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,050	\$ 2,105,050
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,825,220	\$ 2,825,220
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,210,099	\$ 4,210,099
Total Estimated Project Cost									\$ 4,210,099
Total Cost in Year of Expenditure:									\$ 4,210,099

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,384,879	\$ 1,384,879
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	49.0%	49.0%
Amended Matching Funds (20%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 451,680	\$ 451,680
Amended Matching Funds (50%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 298,331	\$ 298,331
Amended Match Percent (20%):	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
Amended Match Percent (50%):	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	
Net Match % w/out Overmatch:	N/A	N/A	N/A	N/A	N/A		26.3%
Net Match % w/ Overmatch:	N/A	N/A	N/A	N/A	N/A		50.0%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,049	\$ 2,105,049
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,105,050	\$ 2,105,050
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,210,099	\$ 4,210,099
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? FTA Urbanized Zone Apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor updates to the federal formal estimates are occurring along with adding project overmatch
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via TriMet Finance Department review and approvals.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval to make changes from the TriMet Finance Department after a review of the formula apportionment estimates for FFY 2024.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	May 2022	Last MTIP Amend Num	AM22-11-FEB1
Last Amendment Action	DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	Equity qualifies under the generic definition that the 5310 program serves seniors and disabled persons with barriers to transportation

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. 5310 is a region-wide program across the TriMet 3-county service area
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p> <p><u>Goal #9 - Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, <u>older adults, people with disabilities</u> and other historically marginalized communities face to meeting their travel needs.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 3, 2024 to February 2, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Added local funds committed to the project phase above and beyond the required minimum match to the federal funds. Also referred to as "overmatch" funding.
5310	Federal (FTA based) transit funds. The 5310 program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs


Metro
Transportation tracker

Welcome Ken Lobeck (Admin)

[Logout](#)
[Glossary](#)
[Documentation](#)

home

admin

RTP

RFFA

MTIP

FUND

search

details

costs

programming

map

amendments

obligations

earmarks

comments

ODOT Key: 22185 | MTIP ID: 71214

Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310 - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Transit	2024		\$2,081,177	\$744,043		\$2,825,220	<input type="checkbox"/>
	2014	5310 (50/50)	\$298,331	\$298,331		\$596,662	
	2014	5310 (80/20)	\$1,782,846	\$445,712		\$2,228,558	
Totals >>			\$2,081,177	\$744,043	\$0	\$2,825,220	

Project Details					Programming History		Programming Changes					
ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total	SLIP Project Phase?
			FTA 5310 Funds									
	FTA 5310 Funds						Current Federal	Revised Federal	Match	Overmatch	Total	Slip Phase?
22185	71213	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2024	5310	\$ 1,782,846	\$ 1,806,718	\$ 451,679.50	\$ 1,355,039	\$ 3,613,437	No
					2024	5310	\$ 298,331	\$ 298,331	\$ 298,331	\$ -	\$ 596,662	No
					Totals:		\$ 2,081,177	\$ 2,105,049	\$ 750,011	\$ 1,355,039	\$ 4,210,099	

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

ADD FUNDSRevise 5310 UZA estimates & add
overmatch**Project #6****Project Details Summary**

ODOT Key #	23188	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71317	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment modifies the estimate 5310 formula apportionments and adds local overmatch to the project. The net result is a cost increase of 50% which is above the 20% threshold for administrative changes involving cost changes.

Project Name: Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025

MTIP Detailed Description (Internal Metro use only):

Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services (5310 FFY 2025 allocation via UZA apportionment)

STIP Description: Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2025.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Other
ODOT Work Type:	Transit		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other (Transit)	Total
Federal Funds									
5310 (50/505)	5310	2025						\$ 307,281	\$ 307,281
5310 (80/20)	5310	2025						\$ 1,836,331	\$ -
5310 (80/20)	5310	2025						\$ 1,881,970	\$ 1,881,970
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,251	\$ 2,189,251
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (50/50)	Match	2025						\$ 307,281	\$ 307,281
Local (80/20)	Match	2025						\$ 459,083	\$ -
Local (80/20)	Match	2025						\$ 470,493	\$ 470,493
Other	OTH0	2025						\$ 1,411,478	\$ 1,411,478
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,252	\$ 2,189,252
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,909,976	\$ 2,909,976
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,378,503	\$ 4,378,503
Total Estimated Project Cost									\$ 4,378,503
Total Cost in Year of Expenditure:									\$ 4,378,503

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,468,527	\$ 1,468,527
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	50.5%	50.5%
Amended Matching Funds (20%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,493	\$ 470,493
Amended Matching Funds (50%):	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,281	\$ 307,281
Amended Match Percent (20%):	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	
Amended Match Percent (50%):	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	
Net Match % w/out Overmatch:	N/A	N/A	N/A	N/A	N/A		26.2%
Net Match % w/ Overmatch:	N/A	N/A	N/A	N/A	N/A		50.0%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,251	\$ 2,189,251
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,189,252	\$ 2,189,252
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,378,503	\$ 4,378,503
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? FTA Urbanized Zone Apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor updates to the federal formal estimates are occurring along with adding project overmatch
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via TriMet Finance Department review and approvals.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval to make changes from the TriMet Finance Department after a review of the formula apportionment estimates for FFY 2025.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	None	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	Equity qualifies under the generic definition that the 5310 program serves seniors and disabled persons with barriers to transportation

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. 5310 is a region-wide program across the TriMet 3-county service area ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #3 - Transportation Choices:</u> Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.</p> <p><u>Goal #9 - Equitable Transportation:</u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, <u>older adults, people with disabilities</u> and other historically marginalized communities face to meeting their travel needs.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 3, 2024 to February 2, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Added local funds committed to the project phase above and beyond the required minimum match to the federal funds. Also referred to as "overmatch" funding.
5310	Federal (FTA based) transit funds. The 5310 program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs


Metro Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home

admin

RTP

RFFA

MTIP

FUND

search

details

costs

programming

map

amendments

obligations

earmarks

comments

ODOT Key: 23188 | MTIP ID: 71317

Enhanced Seniors Mobility/ Individuals w/Disabilities (2025) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Transit	2025		\$2,143,612	\$766,364		\$2,909,976	<input type="checkbox"/>
	2014	5310 (50/50)	\$307,281	\$307,281		\$614,562	
	2014	5310 (80/20)	\$1,836,331	\$459,083		\$2,295,414	
Totals >>			\$2,143,612	\$766,364	\$0	\$2,909,976	

Project Details					Programming History		Programming Changes					SLIP Project Phase?
ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total	
23188	71317	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2025)	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2025	2025	5310 (80/20)	\$ 1,836,331	\$ 1,881,970	470,493	\$ 1,411,478	\$ 3,763,941	No
					2025	5310 (50/50)	\$ 307,281	\$ 307,281	\$ 307,281	\$ -	\$ 614,562	No
					Totals:		\$ 2,143,612	\$ 2,189,251	\$ 777,774	\$ 1,411,478	\$ 4,378,503	

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
SCOPE CHANGE
 Revise project name and
 description for scope update

Project #7**Project Details Summary**

ODOT Key #	20329	RFFA ID:	50285	RTP ID:	10127-(2018) 11746	RTP Approval Date:	11/30/2023
MTIP ID:	70882	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JA24-04-JAN		STIP Amendment ID:		24-27-0592	

Summary of Amendment Changes Occurring: The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and be limited to intersection safety improvements and an upgrades traffic signal. The planned scope between Hidden Springs and Cedar Oak is no longer feasible due to adjacent projects not being completed as planned. Additionally, construction estimates for this section exceeded the available budget. A reduction in scope is necessary in order to deliver the remaining scope of the project, which will consist of upgrades to the Marylhurst/OR43 intersection. The intersection will be rebuilt as a protected intersection with a new traffic signal, new ADA ramps, and new bike facilities. As a result, PE requires additional funds to complete the scope adjustment. The ROW phase decreases allowing funds to be shifted from ROW to PE.

Project Name:	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn) OR43: Willamette Dr at Marylhurst Dr (West Linn)						
Lead Agency:	West Linn	Applicant:	West Linn	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	No		

Short Description:

~~Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.~~
Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.

MTIP Detailed Description (Internal Metro use only):

~~Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd connecting to the new extension of Old River Rd to be constructed by the City of West Linn at OR43 and Marylhurst Drive. (RFFA 2019-21 award cycle)~~

In West Linn on OR43 (Willamette Dr) at Marylhurst Dr (MP 8.35 to MP 8.5), construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users. (RFFA 2019-21 award cycle)

STIP Description:

Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	System Management and Operations
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
ODOT Work Type:	BikePed		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQ	Z400 Z40E	2018		\$ 290,414					\$ -
TA-U	Z301	2018		\$ 805,304					\$ -
TA-U	Z301	2018		\$ 865,465					\$ 865,465
STBG-U	Y230	2018		\$ 116,649					\$ 116,649
State TA	Z300	2021			\$ 294,696				\$ -
TA-U	Z301	2021			\$ 234,535				\$ 234,535
CMAQ	Z400	2021			\$ 116,649				\$ -
CMAQ	Y400	2024				\$ 22,145			\$ 22,145
CMAQ	Y400	2024					\$ 2,570,792		\$ 2,570,792
Federal Totals:			\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 3,809,586

Notes:

1. PE CMAQ was obligated under two different fund codes: Z400 (\$245,549) and Z40E (\$44,865)
2. ROW CMAQ is shifted to PE and changed to be STBG as a follow-on obligation and need to increase the PE phase.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (CMAQ)	Match	2018		\$ 33,239					\$ 33,239
Local (TA)	Match	2018		\$ 92,171					\$ -
Local (TA)	Match	2018		\$ 99,056					\$ 99,056
Other	OTH0	2018		\$ 987,075					\$ -
Other	OTH0	2018		\$ 1,284,808					\$ 1,284,808
Local (STBG)	Match	2018		\$ 13,351					\$ 13,351
Local (StTA)	Match	2021			\$ 33,729				\$ -
Local (TA-U)	Match	2021			\$ 26,844				\$ 26,844
Local (CMAQ)	Match	2021			\$ 13,351				\$ -
Other	OTH0	2021			\$ 386,354				\$ -
Other	OTH0	2021			\$ 88,621				\$ 88,621
Local (CMAQ)	Match	2024				\$ 2,535			\$ 2,535
Other	OTH0	2024				\$ 25,320			\$ 25,320
Local (CMAQ)	Match	2024					\$ 294,239		\$ 294,239
Other	Oth0	2024					\$ 1,070,190		\$ 1,070,190
Local Totals:			\$ -	\$ 1,430,454	\$ 115,465	\$ 27,855	\$ 1,364,429	\$ -	\$ 2,938,203
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,208,203	\$ 844,779	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Amended Programming Totals			\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Total Estimated Project Cost									\$ 7,038,203
Total Cost in Year of Expenditure:									\$ 7,038,203

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 494,779	\$ (494,779)	\$ -	\$ -	\$ -	\$ (0)
Phase Change Percent:	0.0%	22.4%	-58.6%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 145,646	\$ 26,844	\$ 2,535	\$ 294,239	\$ -	\$ 469,264
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 4,100,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,430,454	\$ 115,465	\$ 27,855	\$ 1,364,429	\$ -	\$ 2,938,203
Total	\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	47.08%	67.01%	44.3%	65.3%	0.0%	58.3%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	52.9%	32.99%	55.7%	34.7%	0.0%	41.7%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	18.1%	3.3%	0.3%	36.5%	0.0%	58.3%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.3%	1.6%	0.4%	19.4%	0.0%	41.7%
Total	0.0%	38.4%	5.0%	0.7%	55.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,702,982	\$ 350,000				Aid ID
Federal Funds Obligated:		\$ 1,272,528	\$ 234,535				S003(016)
EA Number:		PE002950	R9699000				FHWA or FTA
Initial Obligation Date:		4/9/2018	8/31/2021				FHWA
EA End Date:		7/31/2024	1/31/2025				FMIS or TRAMS
Known Expenditures:		\$ 1,942,948	\$ 180,865				FMIS
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding?. The project was awarded both Metro RFFA funds and ODOT STIP funds.							
2. Does the amendment include changes or updates to the project funding? No. The overall project funding remains unchanged.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, per discussions with ODOT authorizing the fund shifts.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT & Metro manager level to complete the fund shifts.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR43	8.35	9.00 8.50	0.65 0.15
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Willamette Dr		Marylhurst Dr intersection	(before and after intersection)	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2018	Years Active	7	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip Other/UR phase with Metro CMAQ of \$22,145 and match from FFY 2023 to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
					X	X	The project is located outside of the identified Equity Focus Areas
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes, the project is exempt under two areas.			
Exemption Reference:				The project is exempt under two areas: - 40 CFR 93.126 Table 2 - Air Quality: Bicycle and Pedestrian facilities. - 40 CFR 93.127, Table 3, Intersection Signalization Projects at Individual Intersections			
Was an air analysis required as part of RTP inclusion?				No.			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not Applicable.			
RTP Constrained Project ID and Name:				2018 RTP: ID# 10127 - OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park 2023 TRTP: ID 11746 - OR 43 Multimodal Improvements -Arbor Dr. to Mary S. Young Park			
RTP Project Description:				(11746): Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety. Note: RTP reference is updated based on the new approved 2023 RTP			

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR43 at Marylhurst Dr is designated as a Major Arterial
Yes	Transit	OR43 at Marylhurst Dr is designated as a Frequent Bus
No	Freight	OR43 at Marylhurst Dr has no designation in the Freight network
Yes	Bicycle	OR43 at Marylhurst Dr is designated as a Bicycle Parkway
Yes	Pedestrian	OR43 at Marylhurst Dr is designated as a Pedestrian Parkway.

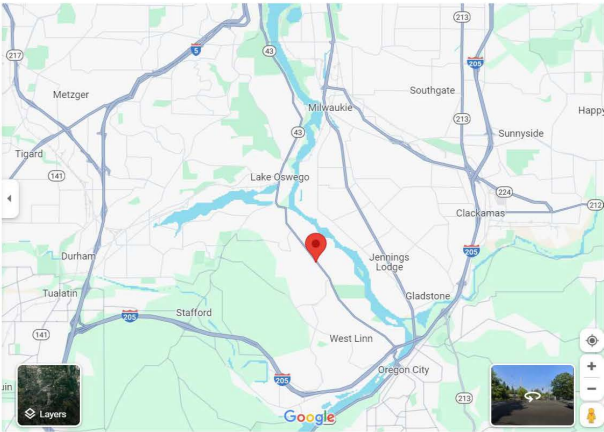
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR43	Other NHS Routes
Functional Classification	Yes	OR43	Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR43	FHWA Functional Classification Code: 3 (Urban Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not Applicable
3a.	If yes, is an amendment required to the UPWP? Not Applicable.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?
4.	Applicable RTP Goal: Goal #5: Transportation Safety: 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 MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be January 3, 2024 to February 2, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7.	Added notes:

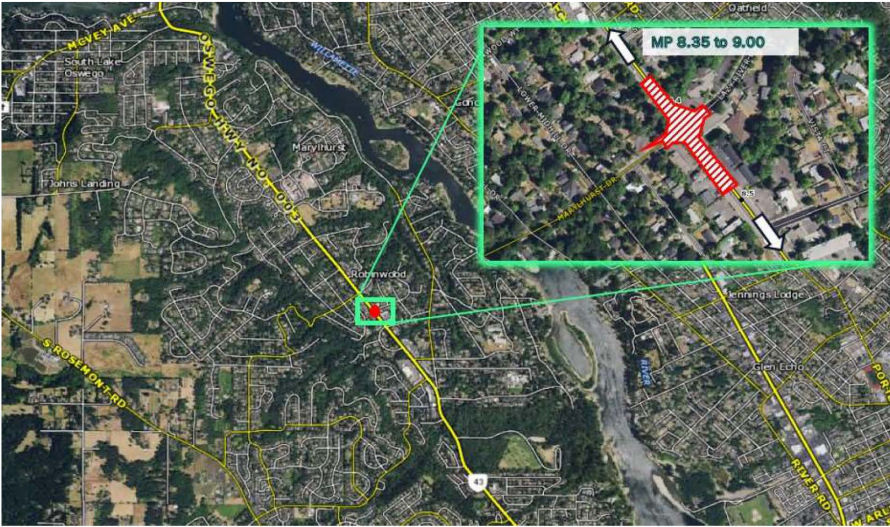
Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Generally added local funds beyond the required minimum match to the federal funds that the lead agency commits to cover the phase costs. Also referred to as "Overmatch" funds.
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.



Project Name: **OR43: Willamette Dr at Marylhurst Dr (West Linn)** (DRAFT AMENDMENT PP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	47.53%	1,284,807.76	0.00%	0.00	0.00%	0.00	100.00%	1,284,807.76
	Y230	STBG Urban - populations greater than 200,000 IUA	4.82%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	Z301	TAP-U Over 200K Population	35.68%	964,521.19	89.73%	865,464.86	0.00%	0.00	10.27%	99,056.33
	Z400	CONGESTION MITIGATION FAST	10.12%	273,653.05	89.73%	245,548.88	0.00%	0.00	10.27%	28,104.17
	Z40E	Congestion mitigation FAST ext	1.85%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	PE Totals		100.00%	2,702,982.00		1,272,527.74		0.00		1,430,454.26
RW	OTH0	OTHER THAN STATE OR	25.32%	88,621.42	0.00%	0.00	0.00%	0.00	100.00%	88,621.42
	Z301	TAP-U Over 200K Population	74.68%	261,378.58	89.73%	234,535.00	0.00%	0.00	10.27%	26,843.58
	RW Totals		100.00%	350,000.00		234,535.00		0.00		115,465.00
UR	OTH0	OTHER THAN STATE OR	50.64%	25,320.41	0.00%	0.00	0.00%	0.00	100.00%	25,320.41
	Y400	CMAQ congestion mitigation air quality IUA	49.36%	24,679.59	89.73%	22,145.00	0.00%	0.00	10.27%	2,534.59
	UR Totals		100.00%	50,000.00		22,145.00		0.00		27,855.00
CN	OTH0	OTHER THAN STATE OR	27.20%	1,070,190.06	0.00%	0.00	0.00%	0.00	100.00%	1,070,190.06
	Y400	CMAQ congestion mitigation air quality IUA	72.80%	2,865,030.94	89.73%	2,570,792.26	0.00%	0.00	10.27%	294,238.68
	CN Totals		100.00%	3,935,221.00		2,570,792.26		0.00		1,364,428.74
Grand Totals				7,038,203.00		4,100,000.00		0.00		2,938,203.00





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 19, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2024 MTIP Formal Amendment & Resolution 24-5380 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR AMENDING SEVEN PROJECTS TO THE MTIP TO MEET FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The January 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds or amends a total of seven projects.

What is the requested action?

JPACT approved Resolution 24-5380 on January 18, 2024, and now requests Metro Council provide the final approval to add and amend the seven projects to the 2024-27 MTIP.

A summary of the project changes occurring as part of the January 2024 Formal Amendment bundle

- **Key 23462. Beaverton School District EV Chargers project cancelation:**
Upon additional review of the project DEQ with the Beaverton School District, the Oregon Department of Environmental Quality (DEQ) has determined the Congestion Mitigation Air Quality (CMAQ) funded improvement project will not move forward and has requested ODOT cancel the project from the MTIP and STIP. The project proposed to add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton. The CMAQ funds were awarded by DEQ to the Beaverton School District.
- **Key 23589 – NEW Metro 82nd Ave Bus Rapid Transit (BRT) Project Development project:**
 - Action: The formal amendment adds the new project development project to the MTIP and STIP. The project contains \$6 million of Metro approved Carbon Reduction Program (CRP) federal funds along with the required 10.27% minimum local match.

- The Carbon funds are being pulled from the Metro prior approved CRP Project Grouping Bucket (PGB) in Key 23239.
- The project development activities will complete pre-design, NEPA, and final design actions in support TriMet's effort to obtain an FTA Small Starts grant.
- TriMet will be submitting a similar project to complete design & NEPA activities in support of the 82nd Ave BRT project. The split project programming approach to complete the required project development activities has been reviewed and approved by FTA to proceed this way.
- **Key 23239, Metro Carbon Reduction Program Reserve and Key 23229, Metro Transit Corridor Development split project:**
 - Action: Split Project.
 - Split Carbon funds (\$6 million federal and STBG funds (\$1 million federal)) are off the project grouping bucket and transfer them to support the new 82nd Ave BRT Project Development planning project in Key 23589.
 - January 18, 2024 added Note: A subsequent review of the Carbon funds by FHWA indicated there may be a possible eligibility issue with another Metro awarded Carbon funded project. To eliminate the conflict, the planned use of the \$1 million of STBG will be transferred and programmed to the project under the eligibility review. \$1 million of the Carbon funds from the eligibility project are being transferred to the new Metro 82nd Ave BRT Project Development project in Key 23589. This is a funding lateral move and does not reflect a scope, limits, description, or fiscal constraint change to the new 82nd Ave BRT Project Development project.
 - This is being done now to avoid an additional MTIP amendment later.
 - As a result, the January 2024 MTIP Formal Amendment bundle under Resolution 24-5380 is reduced from eight projects to seven projects. Key 23229 is removed from the amendment bundle.
 - The required 10.27% minimum local match is included.
- **Key 22435. ODOT - OR47/OR8/US30 Curb Ramps:**
 - Action: Cost Increase.
 - The project will construct curb ramps to ADA standards at various site locations at OR47 and US30. Most of the project is located outside of the Metropolitan Planning Boundary.
 - The project requires the addition of a Utility phase (UR) to cover utility reimbursements and an increase in Construction phase (CN) to cover additional and increased project costs.
 - The project will construct approximately 250 curb ramps along OR47, OR8, and US 30 in Forest Grove, Gaston, Vernonia, and Ranier.
 - The estimated construction phase costs have increased due to higher bids received. Per ODOT, the bids were higher than expected due to the following:
 - An abundance of work and firms are experiencing resource and staffing limitations impacting the submitted bids.
 - The design and delivery are being outsourced with increases in temporary traffic features.

- The project includes additional locations than were initially projected and found to require 3D modeling.
 - The project requires additional signal and utility relocations than estimated.
 - The project requires extensive earthwork to get slopes within allowable limits.
- **Key 22185 and 23188. TriMet - Enhanced Seniors Mobility/ Individuals w/Disabilities (2024 and 2025 appropriations):**
 - Action: Add Funds
 - Both projects belong to TriMet. They involve providing para-transit services to senior and to disable persons. The funding program is referred to as Section 5310.
 - A review of the FTA Urbanized Zone estimated appropriations indicated that the federal 5310 funds could be slightly increased.
 - TriMet is also adding local overmatching funds based on a total programming logic of 50% federal and 50% local funds supporting the 5310 services.
 - Adding the local overmatch results in a cost increase of 26.6%. This is above the 20% threshold for administrative cost increase and triggers the need for a formal amendment.
- **Key 20329. West Linn - OR43: Willamette Dr at Marylhurst Dr (West Linn):**
 - Action: Scope Change
 - The formal amendment revises the project scope to primarily be located at the Marylhurst Dr intersection and be limited to intersection safety improvements and an upgrades traffic signal.
 - The planned scope between Hidden Springs and Cedar Oak is no longer feasible due to adjacent projects not being completed as planned.
 - Additionally, construction estimates for this section exceeded the available budget. A reduction in scope is necessary in order to deliver the remaining scope of the project, which will consist of upgrades to the Marylhurst/OR43 intersection.
 - The intersection will be rebuilt as a protected intersection with a new traffic signal, new ADA ramps, and new bike facilities.
 - As a result, PE requires additional funds to complete the scope adjustment. The ROW phase decreases allowing funds to be shifted from ROW to PE.

TPAC January 5 Meeting Summary:

TPAC members received their official MTIP formal amendment notification on January 5, 2024. Ken Lobeck provided an overview of the eight projects in the amendment bundle. He added that the minor programming technical change now would be needed to the 82nd Ave BRT project. The change will move the approved funding from the Planning phase to the Preliminary Engineering (PE) phase. Initially, staff were under the impression that Metro's project development would follow the logic of FHWA's definition and proceed no further than 30% design and only complete pre-NEPA scope actions. However, subsequent

discussions revealed Metro's project will support TriMet all the way through the completion of NEPA and final design. Because of this, the fund programming should be reflected in the Preliminary Engineering phase and not be programmed in the Planning phase.

Karen Buehrig, Clackamas County TPAC Representative asked about the origin logic for the split federal funding of Carbon Reduction and Surface Transportation Block Grant (STBG) funds committed to the project. She also inquired if we would see the other CRP awarded projects come forward in future MTIP amendments, or if this one had a special requirement. Ken Lobeck and Ted Leybold, Metro Resource Development Department Manager explained that the \$5 million of federal CRP funds was from the Metro prior approved Carbon Reduction Program funding call. The \$5 million is being split from the existing project grouping bucket that contains the \$18 plus million allocated to Metro. Additionally, as part of the IIJA legislation Metro received added STBG which a portion was approved Council to support Unified Planning Work Program (UPWP) Transit Corridor Development planning needs. A total of \$2.5million was committed to this area. Out of this commitment, \$1 million of STBG is being split off the Transit Corridor bucket to support the 82nd Ave BRT Project Development project.

With no further discussion, TPAC unanimously voted to provide their approval recommendation to JPACT to approve Resolution 24-5380 containing the eight new and amended projects.

JPACT January 18, 2024 Meeting Summary:

The January 2024 MTIP Formal Amendment bundle under Resolution 24-5380 was included as a consent item on the Consent Calendar. JPACT unanimously passed the Consent Calendar without discussion.

Added Note: As mentioned under the summary for Keys 23589 and 23239, and 23229, an eligibility issue has arisen concerning the use of federal Carbon funds in supporting planning actions. The eligibility issue specifically applies the Metro awarded Climate Smart Implementation project that received \$1.8 million of awarded Carbon funds under Resolution 23-5337. The \$1.8 million of Carbon funds have been programmed in a separate project grouping bucket that is intended to support various eligible Climate Smart Implementation strategy development planning activities. These activities normally will be included into the annual Unified Planning Work Program (UPWP).

The Carbon Reduction Program (CRP) is a new approved funding program authorized from the Infrastructure Investment Act/Bipartisan Infrastructure Law (IIJA/BIL). The CRP is similar in structure to the Congestion Management Air Quality (CMAQ) improvement program. Like CMAQ, CRP projects must demonstrate specific carbon footprint reduction improvements. The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. In the April 21, 2022 FHWA memo entitled: Carbon Reduction Program (CRP) Implementation Guidance, FHWA

outlines the various eligibility requirements for use of the funds. The memo includes numerous eligible project types and categories. It also indicates support for the development of carbon reduction strategies. However, the memo does not further qualify the eligibility parameters. Therefore, Metro's understanding of the eligibility guidelines was that planning activities that directly support the development and implementation of carbon reduction strategies were eligible. Apparently FHWA does not agree with this assessment and has stated planning activities are not eligible. To avoid any further complications with the Climate Smart Implementation program, the formal amendment includes a fund swap to replace the Carbon funds for STBG.

As a result of this action, \$1 million of Carbon funds initially programmed for the Climate Smart Implementation program will be swapped for the \$1 million of STBG committed to the new Metro 82nd Ave BRT Project Development. The remaining Carbon funds in the Climate Smart project grouping bucket will be swapped out for STBG later as well through a separate administrative action. The swap increases the 82nd Ave BRT Project Development project to \$6 million of Carbon funds and removes the STBG funds. There is no change in the total project cost or project scope as a result.

Key 23239 contains the STBG planned to support the new 82nd Ave BRT Project Development. The fund swap results in the removal of Key 23239 from the January 2024 MTIP Formal Amendment bundle. The total number of projects in the January 2024 MTIP Formal Amendment bundle under Resolution 24-5380 decreases from eight to seven.

Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.

- 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.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other 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 January FFY 2024 MTIP Formal amendment (JA24-04-JAN) will include the following:

Action	Target Date
• TPAC Agenda mail-out.....	December 29, 2023
• Initiate the required 30-day public notification process.....	January 3, 2024
• TPAC notification and approval recommendation.....	January 5, 2024
• JPACT approval and recommendation to Council.....	January 18, 2024
• Completion of public notification process.....	February 2, 2023
• Metro Council approval.....	February 8, 2024

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.

JANUARY FFY 2024 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JANUARY 19, 2024

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	February 13 ,2024
• USDOT clarification and final amendment approval.....	Early March 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 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:** A follow-on budget change impact will occur as follows:
 - a. Required amendment changes to Keys 23462, 22435, 22185, 23188, and 20329 consist of non-Metro funding do not impact the Metro budget.
 - b. The addition of the new Metro 82nd Ave BRT Project Development study has an impact to the budget as follows:
 - i. The commitment to the budget of \$6 million of allocated and Metro approved Carbon Reduction Program (CRP) funds from Key 23239.
 - ii. The commitment of Carbon and STBG funds will also require a minimum match requirement of 10.27% of Metro local funds. This will equal a local commitment to the project of \$686,454.

RECOMMENDED ACTION:

JPACT approved Resolution 24-5380 on January 18, 2024 and now requests Metro Council provide the final approval to add and amend the seven projects to the 2024-27 MTIP.

No Attachments.