

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 24-5384
AMENDING SEVEN PROJECTS IN THE)	
2024-27 MTIP TO MEET FEDERAL)	Introduced by: Chief Operating
TRANSPORTATION PROJECT DELIVERY)	Officer Marissa Madrigal in
REQUIREMENTS)	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, the Design Acceptability Process resulted in revised phase cost estimates for ODOT’s US26 at SE 36th Ave Safety upgrade project that will provide increased pedestrian safety needs and requires adding \$782, 694 of HB2017 funds to the project; and

WHEREAS, ODOT’s Public Transit Division is decreasing the authorized funding to their Oregon Transportation Network project that will support various eligible transit operations vehicle procurements which will be programmed separately later; and

WHEREAS, ODOT’s Public Transit Division is adding a new rideshare service focused project to the MTIP which totals \$2.2 million dollars that will support gas bus and van replacements, as well as preventative maintenance, mobility management, and will be programmed as separate later authorized projects; and

WHEREAS, TriMet is adding their 82nd Ave Bus Rapid Transit Project Development project that compliments Metro's project development version to complete NEPA and final design to support their effort to secure a later Federal Transit Administration Capital Improvement Program Small Starts Grant; 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 for federal fiscal year 2026 and 2027; 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 February 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on February 2, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 15, 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 seven projects within Exhibit A to complete the required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 29th day of February 2024.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

February FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: FB24-05-FEB

The February 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:

- **Key 22551 - US26 - SE Powell Blvd & SE 36th Ave (ODOT)**: The formal amendment completes cost increases to PE, ROW, and Construction phase revised estimates.
- **Key 22322 - Oregon Transportation Network - TriMet FFY23 (ODOT)**: The formal amendment decreases the authorized funding in this project grouping bucket (PGB) per the direction of the Public Transit Division.
- **Key 23541 - Oregon Transportation Network - Ride Connection (ODOT)**: The formal amendment adds the new ODOT Public Transit Division project grouping bucket (PGB) to support regional rideshare activities.
- **Key NEW - TriMet Line 33 Traffic Signal Priority Upgrade (TriMet)**: The formal amendment adds the new traffic signal priority upgrade project with Metro awarded Carbon funds to the MTIP.
- **Key 23580 - 82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave (TriMet)**: The formal amendment adds the new project development project activity for the 82nd Ave Bus Rapid Transit (BRT) project. Metro also has a partnering project supporting TriMet which is proceeding through the approval process as part of the January 2024 Formal Amendment bundle.
- **Key 23189 - Enhanced Seniors Mobility/Individuals w/Disabilities (2026) (TriMet)**: The formal amendment adjusts the formula FTA Section 5310 funds and adds local overmatch to the project for needs in FFY 2026.
- **Key 23203 - Enhanced Seniors Mobility/Individuals w/Disabilities (2027) (TriMet)**: The formal amendment adjusts the formula FTA Section 5310 funds and adds local overmatch to the project for needs in FFY 2027.

The Exhibit A Tables starting on the next provide a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5384

February FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: FB24-05-FEB

Total Number of Projects: 7

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancelations: No cancelations or removals from the MTIP as part of the February 2024 Formal Amendment				
None				
Category: Amendments to ODOT Funded and Managed Projects				
(#1) ODOT Key # 22551 MTIP ID 71266	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	<u>COST INCREASE:</u> The formal amendment adds state HB2017 funds to support PE, ROW, and construction phase cost increases. The cost increase is \$782k to project which is a 104% increase. The increase is above the 50% cost increase threshold for administrative actions.
(#2) ODOT Key # 22322 MTIP ID 71228	ODOT	Oregon Transportation Network - TriMet FFY23	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	<u>FUNDING DECREASE:</u> The eligible State STBG is reduced. The STBG reduction totals \$2,461,508. The ODOT Public Transit Division stated this is required to match FTA allocation/grant amount. The net programming change is 59% which exceeds the 30% cost change administrative threshold for transit projects. The amendment includes the assumption the final awarded funding will be flex transferred to FTA.

<p>(#3) ODOT Key # 23541 MTIP ID New – TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Oregon Transportation Network - Ride Connection</p>	<p>Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.</p>	<p><u>ADD NEW PROJECT</u> The formal MTIP amendment adds the new ODOT Public Transit Division project grouping bucket (PGB) to support regional rideshare activities. The STBG funds will be transferred to FTA program 5310 for delivery.</p>
<p>TriMet Project Amendments</p>				
<p>(#4) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>TriMet Line 33 Traffic Signal Priority Upgrade</p>	<p>Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service</p>	<p><u>ADD NEW PROJECT:</u> The formal adds the new Transit Signal Priority (TSP) upgrade project awarded with Metro Carbon Reduction Program (CRP) funds. The CRP funds will be flex transferred to FTA.</p>
<p>(#5) ODOT Key # 23580 MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave</p>	<p>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 obtain a Small Starts grant</p>	<p><u>ADD NEW PROJECT</u> The formal amendment adds the new 82nd Ave Bus Rapid Transit (BRT) project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant.</p>
<p>(#6) ODOT Key # 22189 MTIP ID 71318</p>	<p>TriMet</p>	<p>Enhanced Seniors Mobility/Individuals w/Disabilities (2026)</p>	<p>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 2026</p>	<p><u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2026</p>

(#7) ODOT Key # 23203 MTIP ID 71319	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	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 2027.	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2027
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Proposed Amendment Review and Approval Steps:

- Wednesday, January 30, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, February 2, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, February 15, 2024: JPACT meeting.
- Thursday, February 28, 2024: End 30-day Public Comment period.
- Thursday, February 29, 2024: Final approval from Metro Council anticipated.
- Early to mid-April 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
COST INCREASE
 Add HB2017 State funds to PE,
 ROW, and Construction

Project #1

Project Details Summary

ODOT Key #	22551	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	71266	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0725	

Summary of Amendment Changes Occurring:
 The formal amendment adds state HB2017 funds to support PE, ROW, and construction phases cost increases. The cost increase is \$782k to project which is a 104% increase. The increase is above the 50% cost increase threshold for administrative actions. The cost increase is based on the Design Acceptability Package (DAP) which provides the critical milestone in the decision-making process. It establishes the geometric boundaries of the project footprint, provides the basis for conducting NEPA studies, identifies any right of way that may be needed and provides for a more reliable update to the project scope, schedule, and budget.

Project Name:	US26: SE Powell Blvd & SE 36th Ave						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.

MTIP Detailed Description (Internal Metro use only):
 In SE Portland on US26 (SE Powell Blvd) at approximately SE 36th Ave (MP 2.70 to ~~MP 2.70~~) (MP 2.70 to MP 2.77), design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety (Exempt - Table 2, Safety, RTP ID 12095)

STIP Description:
 Design and construct a flashing light traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road safety audit.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Systems Management, ITS, and Operations
ODOT Work Type:	OP-SSI		

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									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2022		\$ 175,000					\$ -
HB2017	S070	2022		\$ 454,163					\$ 454,163
HB2017	S070	2023			\$ 90,000				\$ -
HB2017	S070	2023			\$ 99,629				\$ 99,629
HB2017	S070	2024					\$ 485,000		\$ -
HB2017	S070	2024					\$ 978,902		\$ 978,902
									\$ -
State Totals:			\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694

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:	\$ -	\$ 175,000	\$ 90,000	\$ -	\$ 485,000	\$ -	\$ 750,000
Amended Programming Totals	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694
Total Estimated Project Cost							\$ 1,532,694
Total Cost in Year of Expenditure:							\$ 1,532,694

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:	\$ -	\$ 279,163	\$ 9,629	\$ -	\$ 493,902	\$ -	\$ 782,694
Phase Change Percent:	0.0%	159.5%	10.7%	0.0%	101.8%	0.0%	104.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 978,902	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694

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%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	29.6%	6.5%	0.0%	63.9%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	6.5%	0.0%	63.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 454,163	\$ 99,629				Aid ID
Federal Funds Obligated:		\$ -	\$ -				S026(169)
EA Number:		PE003389	R9940000				FHWA or FTA
Initial Obligation Date:		3/22/2022	8/1/2023				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?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? State HB2017 funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds more HB2017 to cover revised phase cost estimates
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the STIP Impacts Worksheet.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Assumption is approval was within Region 1.
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	US26 (Powell Blvd)	2.70	2.77	0.07
Cross Streets		Route or Arterial	Cross Street		Cross Street
		SE Powell Blvd	SE 36th Ave		Before and after intersection

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	2	Last Amendment	Administrative	Date of Last Amendment	January 2023	Last MTIP Amend Num	AM23-07-JAN1
Last Amendment Action	Slip Cons phase to FFY 2024 with \$485,000 of State Gen funds. Total Cons phase = \$485,000						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Focus Area Notes (US26 South = Yes, North and west of 36th Ave = No, north and east of 36th Ave = Yes) People of Color (POC) = Yes Limited English Proficiency (LEP) = No Limited Income (LI) = Yes
				X		X	

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:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
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	US26/Powell Blvd is designated as a Major Arterial in the Motor Vehicle Network
Yes	Transit	US26/Powell Blvd is designated as a Frequent Bus and Future High Capacity Transit (HCT) in the Transit Network
Yes	Freight	US26/Powell Blvd is designated as a Roadway Connector in the Freight Network
Yes	Bicycle	US26/Powell Blvd is designated as a Bicycle Parkway Bicycle Network
Yes	Pedestrian	US26/Powell Blvd is designated as a Pedestrian Parkway in the Pedestrian Network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	US26/Powell Blvd	US26 is designated as a MAP-21 Principal Arterial on the National Highway System (NHS)
Functional Classification	No	US26/Powell Blvd	Urban Other Principal Arterial
Federal Aid Eligible Facility	No	US26/Powell Blvd	3 = Other Principal Arterial

Between the Metro Modeling Networks and the NHS designations, the project is considered a Regional Significant project.

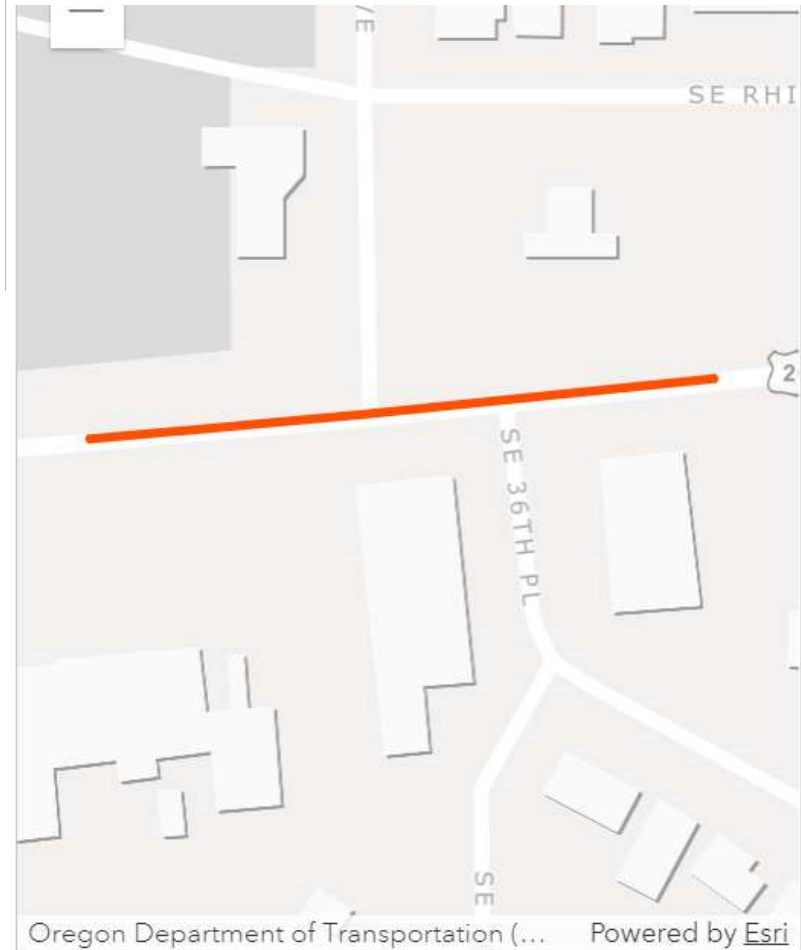
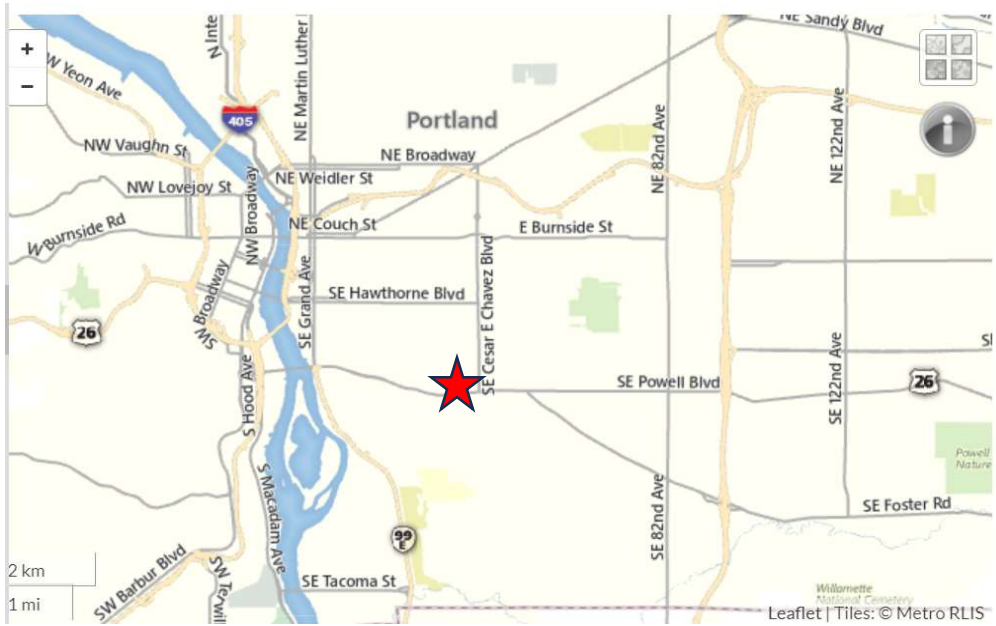
Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No
3a. If yes, is an amendment required to the UPWP? 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 Goals: <u>Goal 2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other 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 30, 2024 to February 28, 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	
HB2017	State funds allocated to eligible projects from Oregon Legislation under approved HB2017. The passage of HB 2017 (ORS 184.617 to 184.742) transportation funding package occurred five years ago. Within it the Oregon Legislature made a significant investment in transportation across multiple improvement categories.

Project Name: US26: SE Powell Blvd & SE 36th Ave (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package	100.00%	454,163.00	0.00%	0.00	100.00%	454,163.00	0.00%	0.00
	PE Totals		100.00%	454,163.00		0.00		454,163.00		0.00
RW	S070	HB2017 Funding Package	100.00%	99,629.00	0.00%	0.00	100.00%	99,629.00	0.00%	0.00
	RW Totals		100.00%	99,629.00		0.00		99,629.00		0.00
CN	S070	HB2017 Funding Package	100.00%	978,902.00	0.00%	0.00	100.00%	978,902.00	0.00%	0.00
	CN Totals		100.00%	978,902.00		0.00		978,902.00		0.00
Grand Totals				1,532,694.00		0.00		1,532,694.00		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
FUNDING DECREASE
 Decrease the authorized STBG for
 the project

Project #2**Project Details Summary**

ODOT Key #	22322	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71228	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0467	

Summary of Amendment Changes Occurring:

The formal MTIP Amendment reduces the eligible State STBG to the project. The STBG reduction totals \$2,461,508. The ODOT Public Transit Division stated this is required to match FTA allocation/grant amount and update the project description. The net programming change is 59% which exceeds the 30% cost change administrative threshold for transit projects. The amendment includes the assumption the final awarded funding will be flex transferred to FTA.

Project Name: **Oregon Transportation Network - TriMet FFY23**

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

Short Description:

Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MTIP Detailed Description (Internal Metro use only):

ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22048 represent the second of three years of funding from ODOT supporting the Oregon Transportation Network.

STIP Description:

Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital Vehicle Operations	Transit
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	Total
Federal Funds									
State STBG	Y240	2024		-				\$ 3,735,416	\$ -
State STBG	Y240	2024						\$ 1,526,704	\$ 1,526,704
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,704	\$ -

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						\$ 427,535	\$ -
Local	Match	2024						\$ 174,739	\$ 174,739
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739

Phase Totals		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Amended Programming Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701,443	\$ 1,701,443
							Total Estimated Project Cost	\$ 1,701,443
							Total Cost in Year of Expenditure:	\$ 1,701,443

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,461,508)	\$ (2,461,508)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-59.13%	-59.13%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,704	\$ 1,526,704
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701,443	\$ 1,701,443

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%	89.73%
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%	89.73%
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:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
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.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	ODOT Public Transit Division
2. Does the amendment include changes or updates to the project funding?	Yes. ODOT has determined the eligible funding allocation must be decreased.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the STIP Impacts Worksheet indicating the Public Transit
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	The ODOT Director was required to sign-off and approved the funding commitment
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	2024	Years Active	0	Project Status	T22 - New	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num AM23-21-JUL1
Last Amendment Action	Slip Other phase with \$3,735,316 of State STBG plus 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		The project represent a funding project grouping bucket but is not well enough defined to determine all possible performance measures.

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:	10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement and refurbishment of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Project grouping bucket (PGB) with specific projects to be identified later ↓
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. 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 2023 RTP Goal: Goal # 1 - Mobility Options: Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
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 30, 2024 to February 28, 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
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.

Project Location Reference - Region-wide Application
 The project grouping bucket (PGB) is a region-wide funding reserve at this time



**Statewide Transportation Improvement Program
 Amendment Project Summary**

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Key Number: 22322 2024-2027 STIP
Project Name: Oregon Transportation Network - TriMet FFY23 (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	1,701,443.00	89.73%	1,526,704.00	0.00%	0.00	10.27%	174,739.00
	OT Totals		100.00%	1,701,443.00		1,526,704.00		0.00		174,739.00
Grand Totals						1,526,704.00		0.00		174,739.00

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 PROJECT
 Add new ODOT Regional
 Rideshare PGB to the MTIP

Project #3

Project Details Summary							
ODOT Key #	23541	RFFA ID:	N/A	RTP ID:	11054	RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0455	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new ODOT Public Transit Division to support regional rideshare activities. The STBG funds will be transferred to FTA program 5310 for delivery. Projects: Ride Connection, Inc. The funding originates from FFY 2023 and received DOT's Director approval to commit the funds on 1/5/2024. The funding will initially be programmed into a project grouping bucket (PGB) with later approved projects then authorized to implement and expend the funds.

Project Name:	Oregon Transportation Network - Ride Connection						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	FTA		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes		

Short Description:
 Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.

MTIP Detailed Description (Internal Metro use only):
 Metro region-wide application across all three urbanized counties (Clackamas, Multnomah, and Washington Counties) to provide gas bus and van replacement as well as preventative maintenance and mobility management needs supporting FTA Section 5310 elderly and disabled type service needs.

STIP Description: Urbanized public transit capital funding to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital Vehicle Operations	Transit
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	Total
Federal Funds									
State STBG	Y240	2024						\$ 1,979,194	\$ 1,979,194
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,979,194	\$ 1,979,194

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	2025						\$ 226,528	\$ 226,528
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722
Total Estimated Project Cost							\$ 2,205,722
Total Cost in Year of Expenditure:							\$ 2,205,722

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,979,194	\$ 1,979,194
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722

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%	89.73%
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%	89.73%
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:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5310	
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
2. Does the amendment include changes or updates to the project funding?	Yes. The funding represents new funding in support of regional rideshare program activities
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the STIP Impacts Worksheet
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	The ODOT Director was required to sign-off and approved the funding commitment
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: The Ride Connection PGB will be implemented region-wide.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	T22 - New	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	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	X	Equity note: Since specific projects have not yet been identified, an equity performance determination can not be made at this time.

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:	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels.
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# 11054 - Regional Travel Options (RTO) Program Activities for 2023-2030
RTP Project Description:	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community nonprofit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Project grouping bucket (PGB) with specific projects to be identified later
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. 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 2023 RTP Goal: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objectives 2.1 Vision Zero – Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
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
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.

Project Location Reference - Region-wide Application
 The project grouping bucket (PGB) will award funding to specific projects later across the Metropolitan Planning Area (MPA)



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	2,205,721.00	89.73%	1,979,194.00	0.00%	0.00	10.27%	226,527.00
OT Totals			100.00%	2,205,721.00		1,979,194.00		0.00		226,527.00
Grand Totals				2,205,721.00		1,979,194.00		0.00		226,527.00

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 PROJECT
Add the new Line 33 TSP CRP
funded project to the MTIP

Project #4

Project Details Summary							
ODOT Key #	NEW	RFFA ID:	N/A	RTP ID:	10927	RTP Approval Date:	11/30/2023
MTIP ID:	NEW	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal adds the new Transit Signal Priority (TSP) upgrade project awarded with Metro Carbon Reduction Program (CRP) funds. The CRP funds will be flex transferred to FTA.

Project Name:	TriMet Line 33 Traffic Signal Priority Upgrade						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service

MTIP Detailed Description (Internal Metro use only):
In the southeast Metro region along TriMet's bus Line 33 from Clackamas Town Center on King Road/Harrison in the north and then south along Mcloughlin Blvd (OR99E) to Molalla and Clackamas Community College, design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Operations	Systems Management and Operations	Systems Management, ITS, and Operations
Highway	Highway - Transit		
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		\$ 1,166,490					\$ 1,166,490
Carbon	Y601	2024					\$ 1,345,950		\$ 1,345,950
Carbon	Y601	2024						\$ 1,487,560	\$ 1,487,560
Federal Totals:			\$ -	\$ 1,166,490	\$ -	\$ -	\$ 1,345,950	\$ 1,487,560	\$ 4,000,000
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 - STIF	Match	2024		\$ 133,510					\$ 133,510
Local - STIF	Match	2024					\$ 154,050		\$ 154,050
Local - STIF	Match	2024						\$ 170,258	\$ 170,258
Local Totals:			\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818
Total Estimated Project Cost									\$ 4,457,818
Total Cost in Year of Expenditure:									\$ 4,457,818

Programming Notes:

1. TriMet's STIF funds are part of their regular STIF allocation. They are not part of a special grant award from the ODOT Public Transit Division. These STIF funds do not require any reimbursement involvement through ODOT now that they are allocated. While they originate from ODOT as State funds, they are programmed as local funds and called out as a special type of local fund.
2. The Metro awarded federal Carbon funds are being programmed based on a federal share of 89,73% and a minimum local match requirement of 10.27%.
3. Phase programming is occurring the FTA's approved logic of single year obligation logic which enables the TrAMS grant with the entire funding to be approved at once per FTA's obligation process.

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:	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Amended Phase Matching Percent:	N/A	10.27%	NA	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,166,490	\$ -	\$ -	\$ 1,345,950	\$ 1,487,560	\$ 4,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Total	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	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%	26.2%	0.0%	0.0%	30.2%	33.4%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.99%	0.0%	0.0%	3.46%	3.82%	10.27%
Total	0.0%	29.16%	0.0%	0.0%	33.65%	37.19%	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:		Not Applicable			Not Applicable	Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:		Not Applicable			Not Applicable	Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2027
Completion Date Notes:							
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.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Metro awarded Carbon Reduction Program (CRP) funds	
2. Does the amendment include changes or updates to the project funding? Yes. The formal amendment splits the awarded CRP funds off from the CRP PGB and commits the funds to the new Line 33 TSP project.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes through Metro Council approval for the funding.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? The CRP funding award required Metro Council approval which occurred on June 15, 2023.	
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/Area		Cross Street/Area
Line 33	Harrison/King/82nd		Milwaukie City Center		Clackamas Town Center
	Mcloughlin Blvd/Main		Milwaukie City Center		South Mcloughlin High
	Molalla		South Mcloughlin High		Clackamas Community College
Note: See TriMet Line 33 Route map at the end of the MTIP Worksheet for additional arterial references.					

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	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	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	Equity Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes In the northeastern portion of line 33
	X	X		X	X	X	

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:	Table 2, Mass Transit - Construction or renovation of power, signal, and communications systems.
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# 10927 - Operating Capital: Information Technology: Phase 1
RTP Project Description:	Communication systems, information technology, cyber security and improvements to Hop.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple designations along the Line 33 route
Yes	Transit	Frequent bus and future HCT across the Line 33 route segments
Yes	Freight	Roadway Connector (along Mcloughlin)
Yes	Bicycle	Regional Bikeway (along Mcloughlin)
Yes	Pedestrian	Pedestrian Parkway (along Mcloughlin)

Note: Based on the above network designation, the project is considered regionally significant and an "on-system" improvement.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Mcloughlin	MP 21 - Principal Arterial
Functional Classification	No	Mcloughlin	3 = Urban Other Principal Arterial
Federal Aid Eligible Facility	No	Mcloughlin	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? No
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)? Not applicable.
4.	Applicable RTP Goals: <u>Goal #1 - Mobility Options:</u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal # 5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
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? Tuesday, January 30, 2024 through Thursday February 28, 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.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Local-STIF	ODOT allocated state funds to eligible transit agencies. The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. Every two years, public transportation funding is made available to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emission in Oregon. These specific allocated funds do not require further ODOT involvement and are considered for programming purposes to be a specialized type of local funds.
Carbon	Federal Carbon Reduction Program (CRP) funds appropriated to the state DOT. A portion is allocated to Metro for eligible projects in urbanized areas. The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. The federal funds have a standard 10.27% required match.



Council meeting agenda

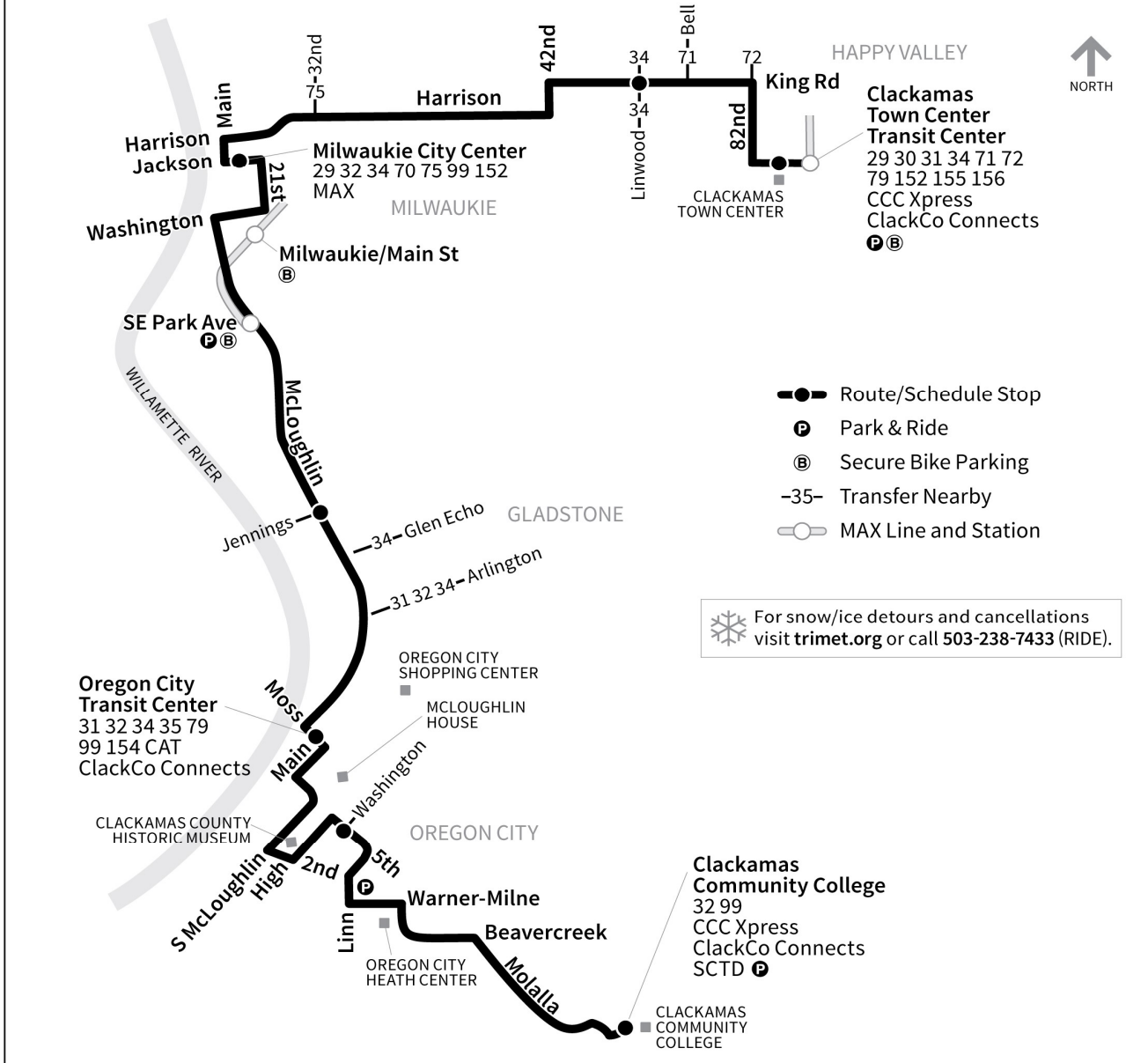
Thursday, June 15, 2023 10:30 AM Metro Regional Center, Council Chamber,
[https://www.youtube.com/live/vSo1bjfjSI?feature=share,](https://www.youtube.com/live/vSo1bjfjSI?feature=share)
<https://zoom.us/j/615079992> Webinar ID:
 615 079 992 or 888-475-4499 (toll free)

**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
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

Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or tolling mitigation funding.

33-McLoughlin/King Rd



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 PROJECT
Add the new TriMet project
development for the 82nd BRT

Project #5

Project Details Summary

ODOT Key #	23580	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:		FB24-05-FEB		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new 82nd Ave Bus Rapid Transit (BRT) Project Development project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant for the construction phase. The TriMet project includes a \$5 million award from ODOT. The total estimated phase cost is \$30 million dollars. The total estimate project cost is \$300,000,000. The past January Formal Amendment bundle includes a similar partnering, but separate Metro funded project supporting TriMet's project development activities. The split programming approach is necessary and has been approved by FTA.

Project Name: **82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave**

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	No	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 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 the next stage 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									
State STBG	Y240	2024		\$ 5,000,000					\$ 5,000,000
									\$ -
									\$ -
Federal Totals:			\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000

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 (Y240)	Match	2024		\$ 572,272					\$ 572,272
Other	OTH0	2024		\$ 17,741,001					\$ 17,741,001
									\$ -
Local Totals:			\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Total Estimated Project Cost							\$ 300,000,000
Total Cost in Year of Expenditure:							\$ 300,000,000

Notes:

- The total PE phase estimate to complete project development activities (NEPA + PS&E) is \$30 million. The total estimate project cost is \$300 million per the 2023 RTP.
- A separate project development programmed project with Metro as lead agency is being programmed to keep agency obligations and expenditures separate. FTA has reviewed and approved the two-project programming approach.
- The FTA AOPP awards appear to be sourced from FTA Section 5305 funds. The AOP funds have a minimum match requirement of 10%. The federal share can't exceed 90%
- The State STBG funds will be flex transferred to FTA.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming the PE project development activities for now. The total estimated phase cost is \$30 million. A second project with \$6,686,626 of committed funds is programmed separately by Metro. The PE phase is funded at 100% of the cost estimate.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 572,272	\$ -	\$ -	\$ -	\$ -	\$ 572,272
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

Notes:

- The ODOT \$5 million has a 10.27% minimum match requirement.
- The remaining \$17,741,000 is local overmatch provided by TriMet.
- TriMet is providing the local minimum match to the federal funds.

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273
Total	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	78.6%	0.0%	0.0%	0.0%	0.0%	78.55%
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%	21.4%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	78.6%	0.0%	0.0%	0.0%	0.0%	78.55%
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:							
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? ODOT awarded State STBG to the project. The remaining local overmatch is being provided by TriMet. A separate project development project is being programmed with Metro as the lead with a total \$6,686,727 of federal CRP funds and match. Together both projects will support the completion of the project development required activities which have an estimated total of \$30 million.

2. Does the amendment include changes or updates to the project funding? **Yes. This is a new project being added to the MTP. The State STBG were verified by Salem as an award for the BRT project. The AOPP award was verified through FTA.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, as noted above.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Salem program award confirmation was required and provided by ODOT for the State STBG funds.**
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 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
	X	X		X	X	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 based on 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.

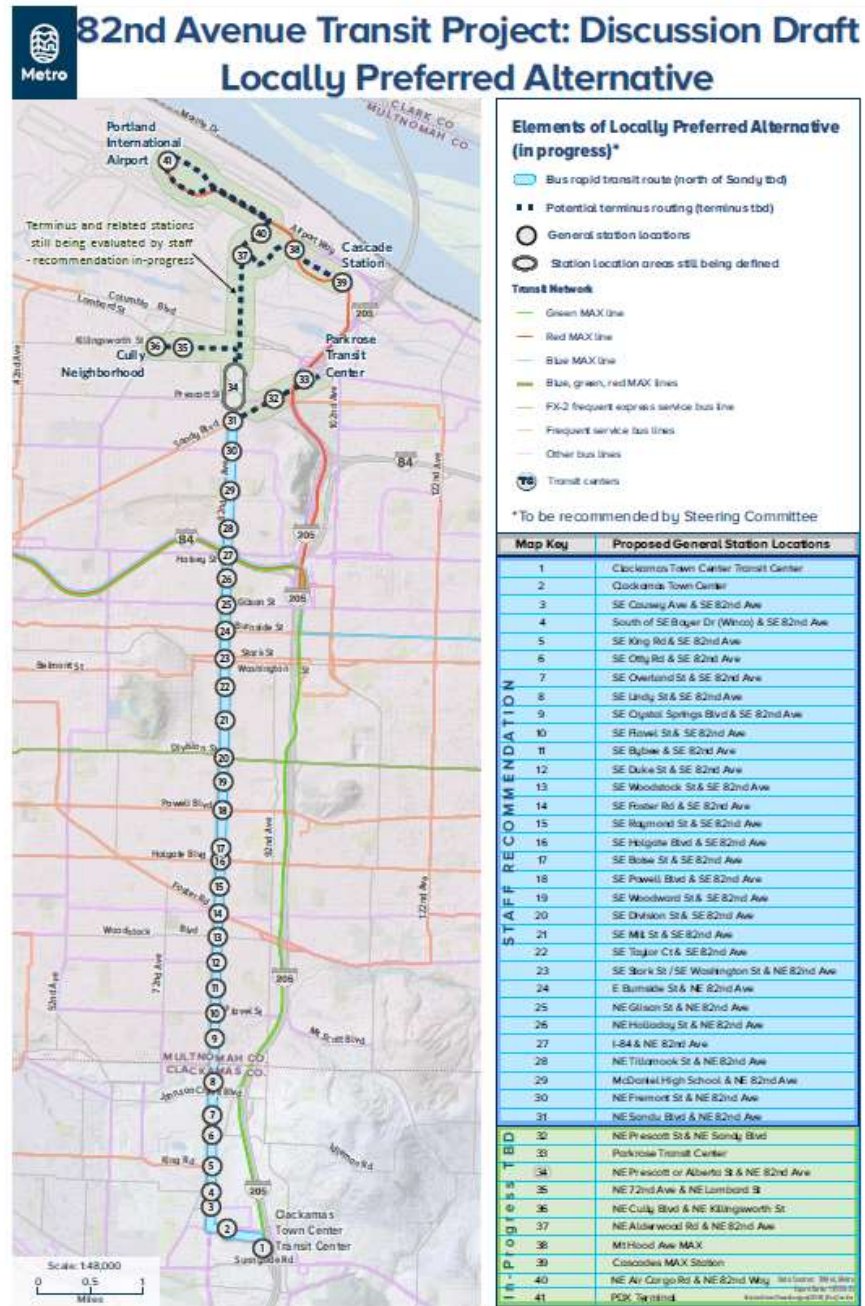
Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally 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)? Non-Metro Funded Stand-Alone project.
4.	<p>Applicable 2023 RTP Goals:</p> <p><u>Goal #1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 Vision Zero –Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity - Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.</p> <p><u>Goal #5 - Climate Action and Resilience:</u> Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.</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? Yes, January 30, 2024 through February 28, 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.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional local funds committed to the project above the minimum match requirement to address phase costs. Also referred to as "overmatch" 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	STBG funds under ODOT's direct management which are then allocated to eligible projects



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
 Adjust 5310 formula funds and
 add local overmatch

Project #6

Project Details Summary

ODOT Key #	23189	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71318	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The formal amendment adjusts the estimate 5310 appropriation that will occur and adds local overmatch to better reflect the total cost of the project. Adding the local overmatch results in a cost change of \$1,798,366 or a 60% increase to the project. The increase is well above the 30% threshold for completing cost changes administratively.

Project Name:	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)						
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 2026

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 2026 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 2026.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Systems Management, ITS, and Operations
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	Total
Federal Funds									
5310 (80/20)	5310	2026		—				\$ 1,891,421	\$ -
5310 (80/20)	5310	2026						\$ 2,081,321	\$ 2,081,321
5310 (505/50)	5310	2026						\$ 316,500	\$ 316,500
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821

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 (80/20)	Match	2026						\$ 472,855	\$ -
Local (80/20)	Match	2026						\$ 520,330	\$ 520,330
Local (50/50)	Match	2026						\$ 316,500	\$ 316,500
Other	OTH0	2026						\$ 1,560,991	\$ 1,560,991
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,997,276	\$ 2,997,276
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,795,642	\$ 4,795,642
Total Estimated Project Cost							\$ 4,795,642
Total Cost in Year of Expenditure:							\$ 4,795,642

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,798,366	\$ 1,798,366
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 836,830	\$ 836,830
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	17.45%	17.45%

Note: The 5310 contributions have different minimum matching requirement: One is 20% and the other is 50%. With the overmatch TriMet's total match is 50%.

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,795,642	\$ 4,795,642

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:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
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 Section 5310 formula funding - UZA apportionment	
2. Does the amendment include changes or updates to the project funding? Yes, minor 5310 update + overmatch added.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Finance Department.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT 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
	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	2026	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	Not Applicable	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	X

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. Key 23189 represents a 5310 funding 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:
 - Goal # 1 - Mobility Options:**
 - Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
 - Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal 2 - Safe System:**
 - Object 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035
 - Goal #3 - Equitable Transportation:**
 - Object 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
 - Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
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 30, 2024 to February 28, 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.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal FTA Section 5310 funds that improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities
5310 (80/20)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 20%. The federal share can't exceed 80%
5310 (50/50)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 50%. The federal share can't exceed 50%
Other	General local funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.

23189	upports 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 2026	2026	5310 (80/20)	\$ 1,891,421	\$ 2,081,321	520,330	\$ 1,560,991	\$ 4,162,642
		2026	5310 (50/50)	\$ 316,500	\$ 316,500	\$ 316,500	\$ -	\$ 633,000
		Totals:			\$ 2,207,921	\$ 2,397,821	\$ 836,830	\$ 1,560,991

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
 Adjust 5310 formula funds and
 add local overmatch

Project #7

Project Details Summary

ODOT Key #	23203	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71319	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The formal amendment adjusts the estimate 5310 appropriation that will occur and adds local overmatch to better reflect the total cost of the project. Adding the local overmatch results in a cost change of \$1,852,316 or a 60% increase to the project. The increase is well above the 30% threshold for completing cost changes administratively.

Project Name:	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)						
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 2027.

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 2027 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 2027.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Systems Management, ITS, and Operations
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	Total
Federal Funds									
5310 (80/20)	5310	2027						\$ 1,948,163	\$ -
5310 (80/20)	5310	2027						\$ 2,143,760	\$ 2,143,760
5310 (505/50)	5310	2027						\$ 325,995	\$ 325,995
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755

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 (80/20)	Match	2027						\$ 487,041	\$ -
Local (80/20)	Match	2027						\$ 535,940	\$ 535,940
Local (50/50)	Match	2027						\$ 325,995	\$ 325,995
Other	OTH0	2027						\$ 1,607,820	\$ 1,607,820
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087,194	\$ 3,087,194
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,939,510	\$ 4,939,510
Total Estimated Project Cost							\$ 4,939,510
Total Cost in Year of Expenditure:							\$ 4,939,510

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,852,316	\$ 1,852,316
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 861,935	\$ 861,935
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	17.45%	17.45%

Note: The 5310 contributions have different minimum matching requirement: One is 20% and the other is 50%. With the overmatch TriMet's total match is 50%.

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,939,510	\$ 4,939,510

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:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
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 Section 5310 formula funding - UZA apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor 5310 adjustments are included along with local overmatch added to reflect the total project at a 50-50% federal to local ratio.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Finance Department confirmation
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT 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
	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	2026	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	Not Applicable	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	X

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. Key 23189 represents a 5310 funding 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:
 - Goal # 1 - Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal 2 - Safe System:**
Object 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035
 - Goal #3 - Equitable Transportation:**
Object 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
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 30, 2024 to February 28, 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.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal FTA Section 5310 funds that improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities
5310 (80/20)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 20%. The federal share can't exceed 80%
5310 (50/50)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 50%. The federal share can't exceed 50%
Other	General local funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.

23203	71319	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	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 2027	2027	5310 (80/20)	\$ 1,948,163	\$ 2,143,760	\$ 535,940	\$ 1,607,820	\$ 4,287,520
					2027	5310 (50/50)	\$ 325,995	\$ 325,995	\$ 325,995	\$ -	\$ 651,990
					Totals:		\$ 2,274,158	\$ 2,469,755	\$ 861,935	\$ 1,607,820	\$ 4,939,510



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 15, 2024
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: February 2024 MTIP Formal Amendment & Resolution 24-5384 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR AMENDING SEVEN PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The February 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds or amends a total of seven projects. There are three new projects being added to the MTIP and four existing projects being amended. Three of the projects belong to ODOT with the remaining four impacting TriMet.

What is the requested action?

JPACT met on February 15, 2024, and approved Resolution 24-5384, and now requests Metro Council provide their final approval to add and amend the seven projects to the 2024-27 MTIP in Resolution 24-5384.

TPAC February 2, 2024 meeting Summary:

TPAC met on Friday, February 2, 2024 and received their official notification of the February 2024 MTIP Formal Amendment under Resolution 24-5384. Ken Lobeck provided an overview of the amendment contents and discussed why the changes are occurring. TPAC members raised a few questions about the amendment content which included the following:

- *Questions: Does TriMet's New Line Transit Signal Priority (TSP) mean all of the Metro Carbon Reduction Program awarded projects are now programmed? What is the programming status for the awarded projects?*

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

Answer: TriMet's new Line 33 TSP project is the second of the awarded projects now being programmed in the MTIP and STIP. The first project was the 82nd Ave Bus Rapid Transit (BRT) Metro will lead (in Key 23589) as a companion project the new TriMet 82nd Ave Project Development project (in Key 23580). Although Metro Council awarded the federal Carbon funds a while ago, only the two mentioned projects have completed sufficient programming development actions to be now ready to be added to the MTIP and STIP. Programming development actions are occurring for the remaining Carbon awarded projects. They will move forward for MTIP and STIP programming when they are ready. This requires the project to achieve and meet a basic level of fiscal constraint demonstration requirements, a developed and acceptable funding plan, meet all RTP consistency reviews, contained a satisfactorily defined project scope, and a realistic delivery schedule.

- *Question: Why is the 82nd Ave BRT project being split into two separate project development projects?*

Answer: TriMet will be the lead agency to construct and implement the new 82nd Ave BRT project. The split approach to complete project development activities (e.g. completion of NEPA requirements/obtain a final Record of Decision, complete the final funding plan, complete final design and engineering actions) occurs as a result of the multiple funding sources and the multiple agencies involved. The split approach will streamline and help simplify the fund obligation and expenditures in support of specific project development activities. Both Metro and TriMet discussed the split approach with FTA before programming actions started. FTA has authorized the split approach in the hope it will facilitate and more streamlined obligation and expenditure process to complete the required project development activities.

- *Question: The term "flex transfer" is used as part of the programming process description for the TriMet Line 33 TSP and 82nd Ave BRT projects. What does the term flex transfer mean?*

Answer: The flex transfer terminology refers to the action where FHWA based funds are transferred over to FTA. The funds will then follow the FTA obligation, expenditure, and reimbursement process which is different from the FHWA process. Both FHWA and FTA has funding programs which they oversee and manage. For FHWA managed funds (such as Surface Transportation Block Grant STBG), FHWA has a very process to appropriate, obligate, expend, and reimburse the federal funds. Oversight and management of this process is normally delegated to the State DOT. This includes development of the Intergovernmental Agreement (IGA), obligation of the federal funds through FHWA's Financial Management Information System (FMIS), and how the lead agency can expend and reimburse the FHWA federal funds.

Some of the appropriated FHWA funds are eligible to be use on transit related project under the FTA project delivery process. The process to commit and transfer

the eligible FHWA funds (e.g. STBG funds) to FTA is referred to as the “flex transfer process.” The flex transfer process is complicated and requires FTA to determine the fund are eligible under FTA delivery rules. Once FTA accepts the funds, the lead agency will complete obligation, expenditure, reimbursement, and overall delivery under FTA project delivery process. Once the flex transfer process is complete, FHWA relinquishes their oversight responsibilities which also removes ODOT. The former FHWA funds now belong to FTA.

The lead agency will now work through the FTA project delivery process which include submission of a grant application to obligate the flexed funds through FTA’s Transit Award Management Systems (TrAMS) to obligate, expend and seek reimbursement of the federal funds. Due to the complexity of the flex transfer process, the initial project programming must identify that the project intends to “flex” the federal funds over to FTA as part of the amendment approval process in the MTIP and STIP.

With no further discussion, TPAC members provided a unanimous approval recommendation to JPACT to approve Resolution 24-5384 containing the seven projects in the February 2024 MTIP Fromal amendment package.

JPACT February 15, 2024, Meeting Summary:

JPACT met on Thursday, February 15, 2024. The February 2024 MTIP Formal Amendment was included as a Consent Calendar item. JPACT members moved and approved the Consent Calendar without discussion.

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

- **Key 22551 - US26: SE Powell Blvd & SE 36th Ave:**
 - Lead Agency: ODOT
 - Description: Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.
 - Action: Cost Increase. The Design Acceptability Process (DAP) resulted in updated PE, ROW, and Construction phase costs resulting in a \$792k funding gap for the project. State HB2017 funds have been approved to fill the funding gap. The cost increase exceeds the 50% threshold for projects under \$1 million dollars. This triggers the need for a formal amendment.

- **Key 22322 - Oregon Transportation Network - TriMet FFY23:**
 - Lead Agency: ODOT
 - Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

- Action: Cost Decrease. Per direction from the ODOT Public Transit Division, the authorized funding for this project grouping bucket is being reduced. The project as programmed functions as a project grouping bucket (PGB). The final selected projects from this PGB will then be split off and programmed separately as required.
- **Key 23541 - Oregon Transportation Network - Ride Connection:**
 - Lead Agency: ODOT
 - Description: Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.
 - Action: Add New Project. The project is a new PGB from the ODOT Public Transit Division. The PGB appears will support later eligible elderly/disabled rideshare type projects that will be split off the PGB and programmed separately.
- **Key New - TriMet Line 33 Traffic Signal Priority Upgrade:**
 - Lead Agency: TriMet
 - Description: Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service
 - Action: Add New Project. This is a new project for TriMet from Metro's Carbon Reduction Program. The Carbon award is \$4 million dollars. TriMet will provide the required 10,27% match. The project will provide TSP upgrades along Line 33 in the southeast Metro region to help improve transit service delivery.
- **Key 23580 - 82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave:**
 - Lead Agency: TriMet
 - 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 obtain a Small Starts grant
 - Action - Add New Project:
 - TriMet will complete various project development actions up through NEPA completion and final design as they move forward to secure an FTA Capital Improvement Program Small Starts Grant.
 - There are two project development projects being programmed supporting the 82nd Ave BRT project. There is this one and Metro's project development version.
 - FTA has approved the "two-project development" approach to complete project development activities under FTA guidelines.
 - Assuming TriMet is successful in securing the Small Starts grant FTA, the Small Starts grant would be applied to the Construction phase.

- The total estimated project development cost is about \$30 million. Metro's portion contains nearly \$11 million with TriMet's project containing the remaining \$19 million.
 - The total estimated project cost is \$300 million.
 - Metro's project version is included in the January 2024 Formal Amendment bundle with TriMet's project moving forward with the February Amendment bundle.
 - The goal is to have both projects in the approved MTIP and STIP by early April. This will allow FTA to consider the funds committed and the pre-award authorization clock to be established.
- **Key 23189 – Enhanced Seniors Mobility/Individuals w/Disabilities (2026):**
 - Lead Agency: TriMet
 - 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 2026
 - Action - Add Funds: The formal amendment adjusts the estimated formula 5310 allocation and adds local overmatch to the project. Including the local overmatch results in the net cost change being above the 30% threshold for administrative cost changes.
- **Key 23204 - Enhanced Seniors Mobility/ Individuals w/Disabilities (2027):**
 - Lead Agency: TriMet
 - 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 2027
 - Action - Add Funds: The formal amendment adjusts the estimated formula 5310 allocation and adds local overmatch to the project. Including the local overmatch results in the net cost change being above the 30% threshold for administrative cost changes

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 February FFY 2024 Formal MTIP amendment (FB24-05-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	January 26, 2024
• Initiate the required 30-day public notification process.....	January 30, 2024
• TPAC notification and approval recommendation.....	February 2, 2024
• JPACT approval and recommendation to Council.....	February 15, 2024
• Completion of public notification process.....	February 2, 2024
• Metro Council approval.....	February 29, 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.

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

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------------|
| • Final amendment package submission to ODOT & USDOT..... | March 8 ,2024 |
| • USDOT clarification and final amendment approval..... | Early to mid- April 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:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment.

RECOMMENDED ACTION:

JPACT met on February 15, 2024, and approved Resolution 24-5384, and now requests Metro Council provide their final approval to add and amend the seven projects to the 2024-27 MTIP in Resolution 24-5384.

No Attachments.