

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING A NEW</b>	)	<b>RESOLUTION NO. 25-5473</b>
<b>ODOT PUBLIC TRANSPORTATION</b>	)	
<b>AWARDED PROJECT INTO THE 2024-27</b>	)	Introduced by: Chief Operating
<b>MTIP FOR TRIMET SUPPORTING</b>	)	Officer Marissa Madrigal in
<b>ELDERLY AND DISABLED PERSONS</b>	)	concurrence with Council President
<b>TRANSIT NEEDS</b>	)	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 (USDOT) 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. 23-5335 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 USDOT 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 Oregon Department of Transportation (ODOT) Public Transportation Division has awarded TriMet \$2,134,621 of federal Surface Transportation Block Grant funds in support of TriMet’s Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, TriMet will provide the minimum match requirement and use the funding to procure eligible replacement paratransit buses and/or vehicles, and:

WHEREAS, ODOT will initiate and complete the required flex transfer of the FHWA based funding to FTA which will allow TriMet to then access, obligate, and expend the funding award; and

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on March 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the new project as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 8th day of May 2025.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**March 2025, Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: MR25-08-MAR**

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

**Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD)**: Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 March Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 25-5473				
March 2025 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MR25-08-MAR				
Total Number of Projects: 1				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Adding New Projects to the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>23838</b> MTIP ID TBD <i>New Project</i>	ODOT PTD	<b>Transit Vehicle Replacement Tri-Met FFY25</b>	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

<b>Proposed Amendment Review and Approval Steps</b>	
<b>March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing</b>	
Date	Action
Tuesday, March 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.)
Friday, March 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, March 20, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, April 10, 2025	Metro Council Meeting – Final Metro amendment approval request.
May, 2025?	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the ODOT PTD awarded 5310  
 vehicle replacement project

**Project #1**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23838</b>	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>MR25-08-MAR</b>		STIP Amendment ID:	24-27-2324		

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new 5310 paratransit vehicle replacement project award to the MTIP. Funding is awarded from the ODOT Public Transportation Division (PTD) to TriMet in support of FTA Section 5310 program areas. The funding will support 5310 program area replacement vehicle procurements,

<b>Project Name:</b>	<b>Transit Vehicle Replacement Tri-Met FFY25</b>						
<b>Lead Agency:</b>	<b>ODOT PTD</b>	<b>Applicant:</b>	ODOT		<b>Administrator:</b>	ODOT	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No		<b>Delivery as Direct Recipient:</b>	<b>Yes</b>	

**Short Description:**

ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.

**MTIP Detailed Description (Internal Metro use only):**

ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.

**STIP Description:**

Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit ODOT Work Type:	Transit - Vehicles TRANSIT			Vehicles - Replacement				Capital Improvement	
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	2025						\$ 2,134,621	\$ 2,134,621
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
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						\$ 244,317	\$ 244,317
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Total Estimated Project Cost									\$ 2,378,938
Total Cost in Year of Expenditure:									\$ 2,378,938

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ -		\$ 244,317	\$ 244,317
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	\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938

#### 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%	89.7%	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%	10.3%	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:							TrAMS grant ID
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	

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>ODOT Public Transportation Division award to TriMet</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. New State STBG (to be flex transferred to FTA and for TriMet is being added to the MTIP</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes, via STIP Impacts Worksheet and confirmation from the ODOT Statewide Investments Management Section Manager</b>
4. Level of funding approval?	<b>ODOT Public Transportation manager level and the ODOT Statewide Investments Management Section Manager</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Adequate for now.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	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	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in 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						



<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>RTP ID - 10928: Operating Capital: Fleet Vehicles: Phase 1</b>
RTP Project Description:	<b>Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.</b>

<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>	
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>	
4. Applicable RTP Goals: <b><u>Goal # 1 -Mobility Options:</u></b> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <b><u>Goal #3 - Equitable Transportation:</u></b> 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? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>	

<b>Public Notification/Opportunity to Comment Consistency Requirement</b>	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>Estimated to be Tuesday, March 4, 2025 to Wednesday, April 2, 2025</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	

5. Did the project amendment result in a significant number of comments? **Comments are not expected other than a possible description revision request from TriMet as part of the public comments period**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
5310	FTA Section 5310 funding are federal funds intended to 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 in all areas

Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
OT	SW TRANSIT	2024-2027 STIP	2025	2,378,938.00	2,134,621.00	0.00	244,317.00	1/14/25: Create new project per 24-27-2324.
	<b>OT Totals</b>			<b>2,378,938.00</b>	<b>2,134,621.00</b>	<b>0.00</b>	<b>244,317.00</b>	
<b>Grand Totals</b>				<b>2,378,938.00</b>	<b>2,134,621.00</b>	<b>0.00</b>	<b>244,317.00</b>	

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%	2,378,938.00	89.73%	2,134,621.00	0.00%	0.00	10.27%	244,317.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>2,378,938.00</b>		<b>2,134,621.00</b>		<b>0.00</b>		<b>244,317.00</b>
<b>Grand Totals</b>				<b>2,378,938.00</b>		<b>2,134,621.00</b>		<b>0.00</b>		<b>244,317.00</b>

**Modeling Network , NHS, and Performance Measure Designations**

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	N/A	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X			
Added notes:								



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: April 22, 2025  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request  
– MR25-08-MAR

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

#### **What is the requested action?**

**JPACT approved Resolution 25-5473 that adds the new paratransit vehicle replacement project into the MTIP and now requests Metro Council provide the final approval as well.**

#### **TPAC March 7, 2025, Meeting Summary:**

TPAC members received their official notification and overview of the amendment bundle. There was no significant discussion. TPAC unanimously provided their approval recommendation for JPACT to approve Resolution 25-5473 containing the new paratransit replacement vehicle replacement project.

#### **JPACT March 20, 2025, Meeting Summary:**

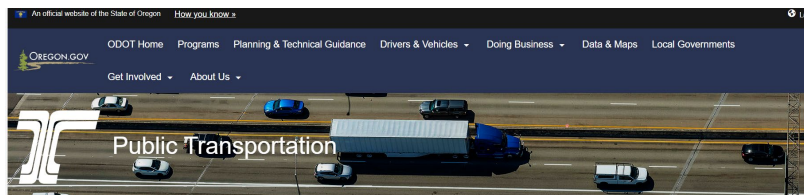
Resolution 25-5473 was included on the Consent Calendar for the March 20, 2025 JPACT meeting. JPACT passed the Consent Calendar agenda without discussion.

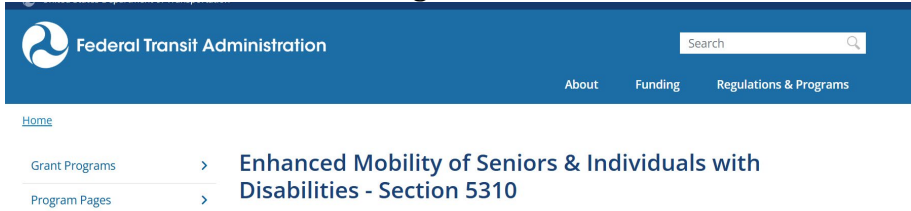
The following page provides a more detailed summary of the required changes for the new project.

MARCH 2025 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: APRIL 22, 2025

Project Number: 1		Key Number: 23838		Status: Add New Project																																																																																																	
Project Name:		Transit Vehicle Replacement Tri-Met FFY25																																																																																																			
Lead Agency:		ODOT PTD																																																																																																			
Description:		ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.																																																																																																			
Funding Summary:		<p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA’s Transit Award Management System (TrAMS).</p> <div></div> <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table><tr><th>Overall STIP Fix-It Funding Allocations by Program</th><th>Federal</th><th>SHF</th><th>HB 2017</th><th>B/P 1%</th><th>TOF</th><th>Local</th><th>Total</th></tr><tr><td>Discretionary Non-Highway</td><td>174,145,647</td><td>2,567,500</td><td>-</td><td>9,728,630</td><td>686,727</td><td>6,910,443</td><td>194,038,947</td></tr><tr><td>Off-System Bike Ped</td><td>49,213,147</td><td>-</td><td>-</td><td>-</td><td>-</td><td>5,632,665</td><td>54,845,812</td></tr><tr><td>SRTS Education</td><td>4,000,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>444,444</td><td>4,444,444</td></tr><tr><td>Transportation Options</td><td>7,500,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>833,333</td><td>8,333,333</td></tr><tr><td>Bike-Ped Strategic</td><td>45,000,000</td><td>-</td><td>-</td><td>5,150,451</td><td>-</td><td>-</td><td>50,150,451</td></tr><tr><td>ODOT SRTS Infrastructure</td><td>25,000,000</td><td>-</td><td>-</td><td>2,861,362</td><td>-</td><td>-</td><td>27,861,362</td></tr><tr><td>Transit Vehicle Replacement</td><td>15,000,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>15,000,000</td></tr><tr><td>Passenger Rail Facility Planning</td><td>1,000,000</td><td>-</td><td>-</td><td>-</td><td>114,454</td><td>-</td><td>1,114,454</td></tr><tr><td>Great Streets</td><td>22,432,500</td><td>2,567,500</td><td>-</td><td>-</td><td>-</td><td>-</td><td>25,000,000</td></tr><tr><td>Innovative Mobility Pilot</td><td>5,000,000</td><td>-</td><td>-</td><td>-</td><td>572,272</td><td>-</td><td>5,572,272</td></tr><tr><td>21-24 ODOT SRTS Infrastructure</td><td>-</td><td>-</td><td>-</td><td>1,716,817</td><td>-</td><td>-</td><td>1,716,817</td></tr></table>				Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total	Discretionary Non-Highway	174,145,647	2,567,500	-	9,728,630	686,727	6,910,443	194,038,947	Off-System Bike Ped	49,213,147	-	-	-	-	5,632,665	54,845,812	SRTS Education	4,000,000	-	-	-	-	444,444	4,444,444	Transportation Options	7,500,000	-	-	-	-	833,333	8,333,333	Bike-Ped Strategic	45,000,000	-	-	5,150,451	-	-	50,150,451	ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362	Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000	Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454	Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000	Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272	21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817
Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total																																																																																														
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ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362																																																																																														
Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000																																																																																														
Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454																																																																																														
Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000																																																																																														
Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272																																																																																														
21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817																																																																																														
Amendment Action:		The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.																																																																																																			

<p>Added Notes:</p>	<p>Project Location: NA: Regional application</p> <p>About FTA’s Section 5310 Program:</p> <div data-bbox="488 340 1393 548"><p>The screenshot shows the Federal Transit Administration (FTA) website. At the top is a blue header with the FTA logo and name on the left, a search bar on the right, and navigation links for 'About', 'Funding', and 'Regulations &amp; Programs'. Below the header is a 'Home' link. A sidebar on the left contains 'Grant Programs' and 'Program Pages' with right-pointing chevrons. The main content area displays the title 'Enhanced Mobility of Seniors &amp; Individuals with Disabilities - Section 5310'.</p></div> <p><b>Overview</b></p> <p>This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people 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 transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p><b>Eligible Activities</b></p> <p>Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"><li>• Buses and vans</li><li>• Wheelchair lifts, ramps, and securement devices</li><li>• Transit-related information technology systems, including scheduling/routing/one-call systems</li><li>• Mobility management programs</li><li>• Acquisition of transportation services under a contract, lease, or other arrangement</li></ul> <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"><li>• Travel training</li><li>• Volunteer driver programs</li><li>• Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features</li><li>• Improvements to signage, or way-finding technology</li><li>• Incremental cost of providing same day service or door-to-door service</li></ul>
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	<ul style="list-style-type: none"><li>• Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs</li><li>• Mobility management programs</li></ul>
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**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:

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March 2025 Formal MTIP amendment (MR25-08-MAR) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- 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 included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- 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.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	February 28, 2025
• Initiate the required public notification/comment process.....	March 4, 2025
• TPAC approval recommendation to JPACT.....	March 7, 2025
• JPACT approval and recommendation to Council.....	March 20, 2025
• Completion of public notification/comment process.....	April 2, 2025
• <b>Metro Council approval.....</b>	<b>May 8, 2025</b>

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 and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	May 15, 2025
• USDOT clarification and final amendment approval.....	Mid-June 2025

Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- ~~As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.~~
- As of March 7, 2025, FHWA has reversed their two-step approval process. Formal/Full MTIP/STIP amendments only require approval from the FHWA state field office. They will not require a second approval from FHWA Headquarters in Washington DC.

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 23-5335 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 2024-27 MTIP on September 13, 2023.



MARCH 2025 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: APRIL 22, 2025

- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 25-5473 that adds the new paratransit vehicle replacement project into the MTIP and now requests Metro Council provide the final approval as well.**

No Attachments.