

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR  
CANCELING TWO PROJECTS TO THE  
2024-27 MTIP TO MEET FEDERAL  
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 25-5493  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal in  
) concurrence with Council President  
) Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation (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, Metro’s prior approval of Resolution 24-5414 includes dedicating \$3 million of the \$13.6 million Redistribution funds for the 2028-30 Regional Flexible Funds Allocation Step 2 project awards to support project development and required scoping actions; and

WHEREAS, a prior federal fund exchange between SMART and TriMet resulted in invalidating SMART’s FTA 5310 project funding in Key 22196 which now requires the project to be canceled from the MTIP and STIP; and

WHEREAS, the programming updates to the two projects are stated in Exhibit A to this resolution; and

WHEREAS, on May 2, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 15, 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 or cancel the two projects 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 **5th** day of June 2025.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**May 2025, Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: MY25-10-MAY**

The May 2025 MTIP Formal Amendment contains two projects. One is Metro's new 2028-30 Regional Flexible Funds Allocation (RFFA) post award project development/scoping assistance project. The second is an older SMART FTA 5310 project that is being canceled from the MTIP. A summary of the projects is shown below:

**Key TBD (New Project) - 2028-30 RFFA Step 2 Awarded Project Development Scoping (Metro)**: This new project has prior Metro approved funding (\$3 million Surface Transportation Block Grant (STBG) plus match) from approved Resolution 24-5414. The funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions to meet ODOT's Technical Scoping Sheet (TSS) requirements.

**Key 23015 (Existing Project) - SMART Senior and Disabled Program (2024)**: During the development of the 2024-27 MTIP and STIP, SMART and TriMet complete a fund exchange of FTA 5307 and 5310 funds. Updates were made in the 2024-27 MTIP and STIP for the impacted projects except for Key 23015. As a result of the fund exchange, Key 23015 is an invalid project and does not have any approved FTA 5310 funds. The project slipped through the initial transition amendment. During the mid-year project review, ODOT and Metro identified the error. The project is being canceled to complete the prior fund exchange transaction.

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

2024-2027 Metropolitan Transportation Improvement Program				
Exhibit A to Resolution 25-5493				
May 2025 Formal Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MY25-10-MAY				
Total Number of Projects: 2				
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>New</b> MTIP ID TBD <i>New Project</i>	Metro	<b>2028-30 RFFA Step 2 Awarded Project Development Scoping</b>	The approved funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new project development/scoping project to the MTIP. Metro has already approved the STBG funding for the project as part of Resolution 24-5414. The STBG funding originates from the \$13.6 million Redistribution bonus Metro was allocated
<b>Category: Amending Existing Projects in the 2024-2027 MTIP:</b>				
(#3) ODOT Key # <b>22196</b> MTIP ID 71136	SMART	<b>SMART Senior and Disabled Program (2024)</b>	Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<b><u>CANCEL PROJECT:</u></b> The formal amendment cancels the project from the MTIP and STIP. SMART and TriMet completed a fund exchange during the development of the 2024-27 MTIP. The project should have been canceled as part of the Transition amendment. The corrective action is now occurring.

<b>Proposed Amendment Review and Approval Steps</b>	
<b>May 2025 (MY25-10-MAY) Formal Amendment estimated processing and approval timing</b>	
Date	Action
Tuesday, April 29, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 29, 2025, to May 28, 2025.)
Friday, May 2, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and seeking an approval recommendation to JPACT
Thursday, May 15 2025	JPACT Meeting – Amendment approval consideration.
Thursday, June 5, 2025	Metro Council Meeting – Final Metro amendment approval request.
Early July, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

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 new (project development)  
 planning project

**Project #1**

Project Details Summary							
<b>ODOT Key #</b>	<b>New - TBD</b>	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>MA25-10-MAY</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new metro approved planning project to support awarded RFFA Step 2 projects complete required project development/scoping activities.

Project Name:	<b>2028-30 RFFA Step 2 Awarded Project Development Scoping</b>						
Lead Agency:	<b>Metro</b>	Applicant:	Metro	Administrator:	ODOT		
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>No</b>		

**Short Description:**  
 Provide technical assistance to awarded Metro 2028-30 Regional Flexible Funds Allocation (RFFA) Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, ( e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.

**MTIP Detailed Description (Internal Metro use only):**  
 Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time. Applies only to full new RFFA 2028--30 RFFA Step 2 awarded projects that will begin Preliminary Engineering during or around FFY 2028. (Approval reference is Resolution 24-5414).

**STIP Description:**  
 TBD

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Other TBD						Planning		
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									
STBG	Y230	2026	\$ 3,000,000						\$ 3,000,000
									\$ -
Federal Totals:			\$ 3,000,000		\$ -	\$ -		\$ -	\$ 3,000,000
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	Match	2026	\$ 343,363						\$ 343,363
									\$ -
Local Totals:			\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Total Estimated Project Cost									\$ 3,343,363
Total Cost in Year of Expenditure:									\$ 3,343,363

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:	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363
Total	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363

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%	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%	0.0%	10.27%
Total	0.0%	0.0%	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	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	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:							Fed Aid ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:		Based on the assumption PE will start during FFY 2028.					
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?	
2. Does the amendment include changes or updates to the project funding? <b>Yes.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May 10, 2024 CDS awards guidance memo.</b>	
4. Level of funding approval? <b>Oregon Legislature approval.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</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	2026	Years Active	0	Project Status	0	No activity.	
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						

RTP Air Quality Conformity and Transportation Modeling Designations	
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>Other - Planning and Technical Studies</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 - 11103: Regional MPO Activities for 2023-2030</b>
RTP Project Description:	<b>Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.</b>

Additional RTP Consistency Check Areas	
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. While a planning project, it is considered outside of the standard UPWP Primary Agreement list of approved projects. The project functions as stand-alone project develop type project.</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>Metro led, stand-alone project.</b>
4. Applicable RTP Goals:	<b>Not Applicable. Generally, the project develop scoping work supports Metro goals and strategies based on the new awarded RFFA Step 2 projects and their classification against the RTP goals and strategies.</b>
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>

Public Notification/Opportunity to Comment Consistency Requirement	
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, April 29, 2025 to Wednesday, May 28, 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?	<b>Comments are not expected.</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	<b>No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.</b>

**Fund Codes References**

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

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

**National Highway System and Functional Classification Designations**

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

**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
	N/A							

Added notes:

**Early project development assistance:** \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

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  
**CANCEL PROJECT**  
 Cancel Project from MTIP

**Project #2** **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	22196	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71136	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	N/A now
MTIP Amendment ID:		MY25-10-MAY		STIP Amendment ID:		24-27-2540	

**Summary of Amendment Changes Occurring:**  
 The formal amendment cancels the project from the 2024-27 MTIP. SMART completed a fund exchange with TriMet during the development of the 2024-27 MTIP. The 5310 funds were exchanged with TriMet for other FTA funds. As a result, Key 22196 is not a valid project for SMART. The project should have been canceled as part of the Transition amendment, but was missed. Through this amendment, the correction is being completed to the MTIP and STIP.

Project Name:	<b>SMART Senior and Disabled Program (2024)</b>						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

**Short Description:**  
 Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

**MTIP Detailed Description (Internal Metro use only):**  
 FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville

**STIP Description:**  
 Services and facility improvements for elderly and disabled customers.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit Vehicles		Capital - Vehicle Operations				Transit		
ODOT Work Type:	TRANST								
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	5310	2025		-				<del>26,000</del>	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		-				<del>6,500</del>	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 6,500	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>32,500</del>	<del>32,500</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. The project is being canceled from the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (32,500)	\$ (32,500)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%

**Phase Programming Summary Totals**

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

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	TrAMS ID
EA Number:					FHWA or FTA		
Initial Obligation Date:					FTA		
EA End Date:					FMIS or TRAMS		
Known Expenditures:					TrAMS		
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Not now		If yes, expected FTA conversion code:		Not Applicable	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Originally FTA formula 5310 appropriation under the UZA formula</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The funding has been exchanged with TriMet leading to a null project.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via SMART confirmation.</b>
4. Level of funding approval? <b>Lead agency approval.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</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	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	September 2023	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	DECREASE FUNDING: Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.						

<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>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 - 12097: SMART Service, Operations and Maintenance: 2023-2030</b>
RTP Project Description:	<b>Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.</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>Not applicable now</b>
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, April 29 , 2025 to Wednesday, May 28, 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? <b>Comments are not expected</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.</b>

**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 funds from FTA 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

**Fund Codes**

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	80.00%	0.00	0.00%	0.00	20.00%	0.00
<b>OT Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

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

**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

**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
	N/A							

Added notes:



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: May 15, 2025  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: May 2025 MTIP Formal Amendment & Resolution 25-5493 Approval Request – MY25-10-MAY

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

#### **FOR THE PURPOSE OF ADDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

### **BACKGROUND**

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

The May 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains two projects. One is a new Metro project development/scoping project that will support the 2028-30 Regional Flexible Funds Allocation (RFFA) awarded projects complete required project development/scoping actions to ensure the ODOT Technical Scoping Sheet is Properly completed. As a new project an ODOT key number has not been assigned to the project presently. The second project involves a SMART FTA 5310 funded project (Key 22196) which requires cancelation from the MTIP and STIP. SMART and TriMet completed a fund exchange during development of the 2024-27 MTIP. The fund exchange invalidated Key 22196’s funding. The project now needs to be removed from the MTIP and STIP as a result.

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

**JPACT approved Resolution 25-5493 on May 15,2025, and now recommends Metro Council provide the final approval to Resolution 25-5493 allowing all required MTIP programming actions to be completed.**

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

TPAC May 2, 2025, Meeting Summary: TPAC met on May 2, 2025, and received their official notification and overview of the MTIP formal amendment under Resolution 25-5493 and TPAC unanimously provided their approval recommendation to JPACT.

JPACT May 15, 2025, meeting Summary: The MTIP amendment was included on the Consent Calendar and was approved without discussion.

Project Number 1	<b>Key Number: New TBD</b>	<b>Status: Add New Project</b>
Project Name:	<b>2028-30 RFFA Step 2 Awarded Project Development Scoping</b>	
Lead Agency:	Metro	
Description:	Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time	
Funding Summary:	\$3 million of prior approved Metro allocated federal Surface Transportation Block Grant (STBG) has been committed to the project. The funding originates from the \$13.6 million of FFY 2025 Redistribution Funds allocated to Metro. \$3 million of STBG was reserved for the RFFA post award scoping activity. With required 10.27% match, the project programming totals \$3,343,363.	
Amendment Action:	The formal amendment adds the new RFFA Step 2 post award technical support project to the MTIP and STIP.	
Added Notes:	<p>Per approved Resolution 24-5414, the purpose of the funding will provide:</p> <p><b>“Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.”</b></p> <p>One attachment is included with the staff report related to this project:</p> <ul style="list-style-type: none"> <li>• Attachment 1: Metro Approved Resolution 24-5414</li> </ul>	

Project Number: 2	<b>Key Number: 22196</b>	<b>Status: Existing Project</b>
Project Name:	<b>SMART Senior and Disabled Program (2024)</b>	
Lead Agency:	SMART	
Description:	FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville	
Funding Summary:	The project contains \$26,000 of FTA 5310 federal funds plus match. The current programming totals \$32,500.	
Amendment Action:	The formal amendment cancels K22196 from the MTIP and STIP	

Added Notes:	SMART and TriMet complete a FTA 5307 and 5310 fund swap during the development of the 2024-27 MTIP and STIP. As a result of the fund exchange, Key 22196 was an invalid project and should have been canceled as part of the Transition amendment. However, it missed. Metro and ODOT are correcting this error.
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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 May 2025 Formal MTIP amendment (MY25-10-MAY) 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 completes 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.....	April 25, 2025
• Initiate the required public notification/comment process.....	April 29, 2025
• TPAC approval recommendation to JPACT.....	May 2, 2025
• JPACT approval and recommendation to Council.....	May 15, 2025
• Completion of public notification/comment process.....	May 28, 2025
• <b>Metro Council approval.....</b>	<b>June 5, 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.....	June 11, 2025
• USDOT clarification and final amendment approval.....	Early to mid-July 2025

Note: This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide an amendment approval with the final amendment approval from FHWA.

**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.
  - 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 or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:**
  - a. The Metro budget will now reflect the prior approved programming commitment of \$3 million dollars of federal STBG-U to support the RFFA Step 2 project awards project development and scoping actions.

MAY 2025 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: MAY 15, 2025

- b. Metro prior approval for the \$3 million STBG federal funds has occurred as part of approved Resolution 24-5414. This was part of the total \$13.6 million Redistribution funding bonus allocation from ODOT to Metro.
- c. There is no budget impact to Metro from the cancelation of Key 22196. The federal funds are FTA formula-based funds appropriated to TriMet and SMART.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 25-5493 on May 15, 2025, and now recommends Metro Council provide the final approval to Resolution 25-5493 allowing all required MTIP programming actions to be completed.**

**ATTACHMENTS:**

1. Resolution No. 24-5414 Redistribution Funding

BEFORE THE METRO  
COUNCIL

FOR THE PURPOSE OF DIRECTNG THE	)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF	)	
FEDERAL TRANSPORTATION	)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND	)	Marissa Madrigal in concurrence with
PROGRAMS	)	Council President Lynn Peterson
	)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC’s recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.



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Duncan Hwang, Deputy Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

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Date: June 21, 2024  
Department: Planning, Development, and Research  
Meeting Date: July 11, 2024

Prepared by: Ted Leybold,  
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,  
Length: 20 minutes

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## ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

## ACTION REQUESTED

Adopt Resolution No. 24-5414.

## IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

## POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

## POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
  - remain eligible for future additional redistribution funds,
  - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7<sup>th</sup> Council work session.

1. **Known Opposition:** None known at this time.
2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

### **BACKGROUND**

As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

## Exhibit A to Metro Resolution No. 24-5414

### Direction for the Allocation of Federal Redistribution Funds

**Background:** As a reward for meeting the Metro area’s Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region’s initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

**Funding Allocation Direction:** The funding program direction is to invest these funds to:

- advance the region’s priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
  - remain eligible for future additional redistribution funds
  - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

**Allocation of federal redistribution funding:** Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

**Supplemental funding to current capital projects:** \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region’s obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

**Early project development assistance:** \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

**New tools and assistance:** The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.