

2021-2026 Metropolitan Transportation Improvement Program  
Public Notification of Submitted New and Proposed Amended Existing Projects  
Public Notification and Opportunity to Comment Notice



**Metro is in receipt of the 2021-26 MTIP October FFY 2023 Formal Amendment for Resolution 22-5289**

Amendment Purpose Statement for Resolution 22-5289 (Amendment Number OC23-02-OCT)

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MEET REQUIRED FALL OBLIGATION TARGETS OR FEDERAL APPROVAL STEPS (OC23-02-OCT)

**Public Notification Comment Opportunities for the October FFY 2023 Formal MTIP Amendment for Resolution 22-5289**

The public review period for this project amendment is **10/4/2022** and concludes on **11/2/2022**, at 5:00 pm. Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov). Subject to revisions to address comments received during the public comment period, the 2021-26 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

**Added Notes**

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

**About MTIP Formal/Full Amendments**

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.

2021-2026 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 22-5289**

October FFY 2023 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: OC23-02-OCT  
 Total Number of Projects: 7

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>TDM-2026</b> MTIP ID 71262	Metro	<b>Portland Transportation Demand Management Activities</b>	Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138)	<b>COMBINE PROJECT:</b> The Formal Amendment combines the project and funding into Key 21593 to be implemented together. See next project
(#2) ODOT Key # <b>21593</b> MTIP ID 71067	Metro	<del>Transportation Demand Management (Metro)</del> <b>Portland Transportation Demand Management Activities</b>	<del>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814</del> <b>Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, &amp; 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)</b>	<b>COMBINE PROJECT:</b> The Formal Amendment combines Key TDM-2026 into 21593 to enable single project delivery through FTA's flex transfer process and TrAMS (Transit Award Management System)
(#3) ODOT Key # <b>22435</b> MTIP ID 71257	ODOT	<b>OR47/OR8/US30 Curb Ramps</b>	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	<b>COST INCREASE:</b> Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#4) ODOT Key # <b>22432</b> MTIP ID 71248	ODOT	<b>US30BY Curb Ramps</b>	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<b><u>COST INCREASE:</u></b> Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.
(#5) ODOT Key # <b>21614</b> MTIP ID 71168	ODOT	<del>US26: SE 8th Ave - SE 87th Ave</del> <b>US26: SE 8th Ave - SE 58th Ave Sec.</b>	Update signals and improve intersection warning signage to improve safety on this section of highway.	<b><u>SCOPE &amp; COST CHANGE:</u></b> Reduce project limits and adjust approved ARTS program funding for the project
(#6) ODOT Key # <b>21638</b> MTIP ID 71191	ODOT	<del>OR213: I 205 - OR211</del> <b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<b><u>SCOPE &amp; COST CHANGE:</u></b> Reduce project limits, adjust approved ARTS program funding, and correct the approved fund code for the project
(#7) ODOT Key # <b>NEW</b> MTIP ID TBD	TriMet	<b>TriMet Beaverton Transit Center Renovation (2022 5339b)</b>	Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/pull-out procedures, and added space for service operations	<b><u>ADD NEW PROJECT:</u></b> Add new FTA 5339b discretionary award to the MTIP supporting the Beaverton Transit Center renovation.

**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COMBINE PROJECT**  
Combine project into Key 21593 for  
single TrAMS grant app.

<b>Lead Agency:</b> Metro		Project Type:	Other (Transit)	<b>ODOT Key:</b>	<b>TDM-2026</b>
<b>Project Name:</b> <b>Portland Transportation Demand Management Activities</b>	<b>1</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71262</b>
		ODOT Type	N/A	<b>Status:</b>	<b>A &amp; T22</b>
<b>Project Status:</b> A = (Planning) In approved MTIP moving forward to obligate funds. also T22 (Transit) = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	<b>Comp Date:</b>	<b>12/31/2025</b>
		Capacity Enhancing:	No	RTP ID:	12078
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG-U	RFFA ID:	N/A
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
		Mile Post End:	N/A	UPWP Cycle:	SFY24
<b>Short Description:</b> Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138).		Length:	N/A	Past Amend:	3
		Flex Transfer to FTA	<b>YES</b>	Council Appr:	Yes
		FTA Conversion Code:	<b>5307</b>	Council Date:	11/10/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
<b>STIP Amend #: TBD</b>			<b>MTIP Amnd #: OC23-02-OCT</b>		

**Detailed Description:** In the city of Portland supporting Portland project Key 22134, 22135 and 22138, implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the NE 122nd Ave Beech to Wasco area, plus Washington and Stark Streets between 91st and 109th Aves (TDM funding component to a larger 2022-2024 RFFA safety award in Key 22134, 22135 and 22138).

STIP Description: N/A

Last Amendment of Modification: None. Administrative - May 2022 - AM22-18-MAY1- ADD FUNDS: Combine \$85k total from Key 22135 representing required TDM activities

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
STBG-U	Y230	2026	-				<del>\$ 250,109</del>	<del>\$ -</del>
								\$ -
TDM-2026 is being combined into Key 21593							<b>Federal Totals:</b>	<b>\$ -</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2026	-				<del>\$ 28,626</del>	\$ -
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 278,735</del>	<del>\$ 278,735</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

**Programming Summary Details**

Why project is short programmed:

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (278,735)	\$ (278,735)
Phase Change Percent:	0%	0%	0%	0%	-100%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	0%	0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow.
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment combines the existing funding into Key 21593. Key 21593 is a second TDM project with RFFA Step funds awarded to Portland and programed separately for TDM activities. The TDM projects are being combined into a single project to allow one FTA TrAMS grant to be submitted to obligate the funds which support a total of six Portland projects. Metro is authorized to flex transfer the eligible funds to FTA and provides a much simpler expenditure process for Portland to utilize through Metro's Regional Travel (RTO) program.
4	MTIP Programming Submitted Supporting Documentation: Current project programming and Metro management authorization to combine projects
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment start and end dates? October 4, 2022 to November 2, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	<p>Added clarifying notes:</p> <ol style="list-style-type: none"> <li>1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result.</li> <li>2. Flex transfer/TrAMS grant submission planned for early CY 2023.</li> </ol>

<b>Fiscal Constraint Consistency Check Areas</b>	
1	Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project
2A	Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.
2B	What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 22134, 22135, and 22138
2C	Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.
2D	Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement.

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12078 - Portland Citywide TDM Strategy
1B	RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.

<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

**Fund Type Codes References**

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5307	Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas.



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**ODOT Key: TDM-2026 | MTIP ID: 71262**  
**Portland Transportation Demand Management Activities - Cycle 2021-26**

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2026</b>		<b>\$250,109</b>	<b>\$28,626</b>		<b>\$278,735</b>	<input type="checkbox"/>
	2026	STBG-URBAN	\$250,109	\$28,626		\$278,735	
<b>Totals &gt;&gt;</b>			<b>\$250,109</b>	<b>\$28,626</b>	<b>\$0</b>	<b>\$278,735</b>	





Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**COMBINE PROJECT**  
Combine Key TDM-2026 into Key  
21593 for single TrAMS grant app.

<b>Lead Agency:</b> Metro		Project Type:	Other (Transit)	<b>ODOT Key:</b>	<b>21593</b>
<b>Project Name:</b> <del>Transportation Demand Management (Metro)</del> Portland Transportation Demand Management Activities	<b>2</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71067</b>
		ODOT Type	N/A	<b>Status:</b>	<b>A &amp; T22</b>
<b>Project Status:</b> A = (Planning) In approved MTIP moving forward to obligate funds. also T22 (Transit) = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	<b>Comp Date:</b>	<b>12/31/2025</b>
		Capacity Enhancing:	No	RTP ID:	12078
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG-U	RFFA ID:	N/A
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
		Mile Post End:	N/A	UPWP Cycle:	SFY24
Length:	N/A	Past Amend:	4		
Flex Transfer to FTA	YES	Council Appr:	Yes		
FTA Conversion Code:	5307	Council Date:	11/10/2022		
1st Year Program'd:	2021	OTC Approval:	No		
Years Active:	3	OTC Date	N/A		
<b>STIP Amend #: TBD</b>			<b>MTIP Amnd #: OC23-02-OCT</b>		
<b>Detailed Description:</b> In the city of Portland supporting Portland project Keys 20812, 20813, <del>and</del> 20814, <b>22134, 22135, and 22138</b> , implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives <del>in the Brentwood-Darlington, NE Halsey St between 65th Ave and 92nd Ave, and Jade/Montavilla neighborhood centers (TDM funding component to a larger 2019-2021 RFFA ped/bike/transit Award to the three projects)</del> <b>across multiple neighborhoods in the Portland area</b>					
<b>STIP Description:</b> Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.					

Last Amendment of Modification: None. Administrative - December 2021 - AM22-07-DEC1 - Slip Other phase with \$126,400 of STBG plus match from FFY 2022 to FFY 2023

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>-</del>				<del>\$ 126,400</del>	<del>\$ -</del>
STBG-U	Y230	2023					\$ 376,509	\$ 376,509
TA-U	Z301	2023					\$ 40,000	\$ 40,000
							\$ -	\$ -
TDM-2026 is being combined into Key 21593							<b>Federal Totals:</b>	<b>\$ 416,509</b>
<b>State Funds</b>								
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>-</del>				<del>\$ 14,467</del>	\$ -
Local	Match	2023					\$ 43,093	\$ 43,093
Local	Match	2023					\$ 4,578	\$ 4,578
							\$ -	\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ 47,671</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 185,445</del>	<del>\$ 185,445</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 464,180	\$ 464,180
Total Project Cost Estimate (all phases):							\$	<b>464,180</b>
Year of Expenditure Cost Amount:							\$	<b>464,180</b>

**Programming Summary Details**

Why project is short programmed:										
Phase Change Amount:	\$	-	\$	-	\$	-	\$	278,735	\$	278,735
Phase Change Percent:		0%		0%		0%		150%		150%
Revised Match Federal:	\$	-	\$	-	\$	-	\$	47,671	\$	47,671
Revised Match Percent:		N/A		N/A		N/A		10.27%		10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow.
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

General Areas	
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5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	<p>Added clarifying notes:</p> <ol style="list-style-type: none"> <li>1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result.</li> <li>2. Flex transfer/TrAMS grant submission planned for early CY 2023.</li> </ol>

<b>Fiscal Constraint Consistency Check Areas</b>	
1	Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project
2A	Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.
2B	What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 20812,20813, and 20814, 22134, 22135, and 22138
2C	Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.
2D	Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement.

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12078 - Portland Citywide TDM Strategy
1B	RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.

<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

**Fund Type Codes References**

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5307	Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas.



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**ODOT Key: 21593 | MTIP ID: 71067**  
**Transportation Demand Management (Metro) - Cycle 2021-26**

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2023</b>		<b>\$166,400</b>	<b>\$19,045</b>		<b>\$185,445</b>	<input type="checkbox"/>
	2021	STBG-URBAN	\$126,400	\$14,467		\$140,867	
	2021	TA - URBAN	\$40,000	\$4,578		\$44,578	
<b>Totals &gt;&gt;</b>			<b>\$166,400</b>	<b>\$19,045</b>	<b>\$0</b>	<b>\$185,445</b>	

**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COST INCREASE**  
Add OTC approved funding to the project to address Cons shortfall

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>22435</b>
<b>Project Name:</b> OR47/OR8/US30 Curb Ramps	<b>3</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71257</b>
		ODOT Type	ADAP	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Meas:	Safety	<b>Comp Date:</b>	<b>12/31/2027</b>
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State STBG	RFFA ID:	No
		State Highway Route	OR47/8/30	RFFA Cycle:	N/A
		Mile Post Begin:	Multiple	UPWP:	No
		Mile Post End:	Multiple	UPWP Cycle:	N/A
<b>Short Description:</b> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons		Length:	Multiple	Past Amend:	4
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2021	OTC Approval:	Yes
		Years Active:	2	OTC Date	9/13/2022
			<b>STIP Amend #: 21-24-2623</b>	<b>MTIP Amnd #: OC23-02-OCT</b>	

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

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

Last Amendment of Modification: Administrative - July 2022, - AM22-24-JUL1 - PHASE SLIP: The Administrative Modification adds \$739,737 of new funds approved to the project in support of ROW phase cost needs. The admin mod also slips the ROW phase to FFY 2023.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State STBG	Z24E	2022		\$ 1,969,369				\$ 1,969,369
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2022</del>		<del>\$ 1,799,291</del>				\$ -
State STBG	Y240	2022		\$ 1,799,291				\$ 1,799,291
AC-STBGS	ACP0	2023			\$ 1,356,718			\$ 1,356,718
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2024</del>					<del>\$ 3,017,855</del>	\$ -
State STBG	Y240	2024					\$ 7,944,848	\$ 7,944,848
							<b>Federal Totals:</b>	<b>\$ 13,070,226</b>
<b>State Funds</b>								
State	Match	2022		\$ 225,403				\$ 225,403
State	Match	2022		\$ 205,937				\$ 205,937
State	Match	2023			\$ 155,282			\$ 155,282
<del>State</del>	<del>Match</del>	<del>2024</del>					<del>\$ 345,407</del>	\$ -
State	Match	2024					\$ 909,323	\$ 909,323
							<b>State Total:</b>	<b>\$ 1,495,945</b>
<b>Local Funds</b>								
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	<del>\$ 3,363,262</del>	<del>\$ 9,075,262</del>
Phase Totals After Amend:			\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 8,854,171	\$ 14,566,171
Total Project Cost Estimate (all phases):							\$	<b>14,566,171</b>
Year of Expenditure Cost Amount:							\$	<b>14,566,171</b>

**Programming Summary Details**

Why project is short programmed: Not applicable. The project is not short programmed

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 5,490,909	\$ 5,490,909
Phase Change Percent:	0%	0%	0%	0%	163%	60.5%
Revised Match Federal:	\$ -	\$ 431,340	\$ 155,282	\$ -	\$ 909,323	\$ 1,495,945
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 4,200,000				Federal Aid ID
Federal Funds Obligated:		\$ 3,768,660				SA00(466)
Initial Obligation Date:		12/22/2021				Other Notes
EA Number:		PE003364				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflationary impacts.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Maps, plus OTC Staff Report
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff?
6	Added clarifying notes: Cost increase equal 60% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.



<b>Fiscal Constraint Consistency Check Areas</b>	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes. Added funding to the construction phases
2B	What is the funding source for the project? OTC approved IJIA funding
2C	Was the Proof-of Funding requirement satisfied and how? OTC Staff Report
2D	Was overall fiscal constraint demonstrated? Yes.

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes
2B	What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
4	What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.

<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment? No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle
2B	What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary - OR47 Motor Vehicle = Throughway - OR47 Pedestrian = Pedestrian Parkway - OR47 Bicycle = Bicycle Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

**Fund Type Codes References**

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	Y	47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	<b>PE Totals</b>				<b>100.00%</b>	<b>4,200,000.00</b>		<b>3,768,660.00</b>		<b>431,340.00</b>	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	1,512,000.00	89.73%	1,356,717.60	10.27%	155,282.40	0.00%	0.00
	<b>RW Totals</b>				<b>100.00%</b>	<b>1,512,000.00</b>		<b>1,356,717.60</b>		<b>155,282.40</b>	
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	8,854,171.00	89.73%	7,944,847.64	10.27%	909,323.36	0.00%	0.00
	<b>CN Totals</b>				<b>100.00%</b>	<b>8,854,171.00</b>		<b>7,944,847.64</b>		<b>909,323.36</b>	
<b>Grand Totals</b>							<b>14,566,171.00</b>		<b>13,070,225.24</b>		<b>0.00</b>

Agenda Item F; Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22511	2	OR540 curb ramps: Coos Bay city limits -	4.80	8.40		CN	ADA	SW ADA	\$ 1,800,000.00	\$ 1,800,000.00	\$ 0.00

**2021-2026 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry  
COST INCREASE**  
Add OTC approved funding to the project to address Cons shortfall

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>22432</b>
<b>Project Name:</b> US30BY Curb Ramps	<b>4</b>	Fiscal Constraint Cat:	O&M	<b>MTIP ID:</b>	<b>71248</b>
		ODOT Type	ADAP	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Meas:	Safety	<b>Comp Date:</b>	<b>12/31/2027</b>
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State STBG	RFFA ID:	No
		State Highway Route	OR47/8/30	RFFA Cycle:	N/A
		Mile Post Begin:	Multiple	UPWP:	No
		Mile Post End:	Multiple	UPWP Cycle:	N/A
<b>Short Description:</b> At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Length:	Multiple	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2021	OTC Approval:	Yes
		Years Active:	2	OTC Date	9/13/2022
			<b>STIP Amend #: 21-24-2623</b>	<b>MTIP Amnd #: OC23-02-OCT</b>	

**Detailed Description:** On US30 Bypass at multiple locations between MP 1.28 to 14.76) in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

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

Last Amendment of Modification: Formal - June 2022 - JN22-14-JUN2 - COST INCREASE Add new IJJA funding totaling \$8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from \$17,223,368 to \$25,556,437 representing a 48.4% increase to the project

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State STBG	Z24E	2021		\$ 5,361,060				\$ 5,361,060
<del>ST STBG-IJJA</del>	<del>Z909</del>	<del>2021</del>		<del>\$ 5,594,973</del>				\$ -
HIP	Z909	2021		\$ 3,927,127				\$ 3,927,127
HIP	Z918	2021		\$ 1,667,846				\$ 1,667,846
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2023</del>			<del>\$ 1,886,370</del>			\$ -
<del>ST STBG-IJJA</del>	<del>Y240</del>	<del>2023</del>			<del>\$ 1,882,290</del>			\$ -
ST STBG-IJJA	Y240	2023			\$ 3,768,660			\$ 3,768,660
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2023</del>				<del>\$ 8,207,099</del>		\$ -
ST STBG- IJJA	Y240	2023				\$ 20,099,520		\$ 20,099,520
							<b>Federal Totals:</b>	<b>\$ 34,824,213</b>
<b>State Funds</b>								
State	Match	2021		\$ 613,597				\$ 613,597
<del>State</del>	<del>Match</del>	<del>2021</del>		<del>\$ 640,370</del>				\$ -
State	Match	2021		\$ 449,477				\$ 449,477
State	Match	2021		\$ 190,893				\$ 190,893
<del>State</del>	<del>Match</del>	<del>2023</del>			<del>\$ 215,903</del>			\$ -
<del>State</del>	<del>Match</del>	<del>2023</del>			<del>\$ 215,437</del>			\$ -
State	Match	2023			\$ 431,340			\$ 431,340
<del>State</del>	<del>Match</del>	<del>2023</del>				<del>\$ 939,339</del>		\$ -
State	Match	2023				\$ 2,300,480		\$ 2,300,480
							<b>State Total:</b>	<b>\$ 3,985,787</b>
<b>Local Funds</b>								
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 12,210,000	\$ 4,200,000	\$ -	<del>\$ 9,146,438</del>	<del>\$ 25,556,438</del>
Phase Totals After Amend:			\$ -	\$ 12,210,000	\$ 4,200,000	\$ -	\$ 22,400,000	\$ 38,810,000
Total Project Cost Estimate (all phases):							\$	\$ 38,810,000
Year of Expenditure Cost Amount:							\$	\$ 38,810,000

**Programming Summary Details**

Why project is short programmed: Not applicable. The project is not short programmed

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 13,253,562	\$ 13,253,562
Phase Change Percent:	0%	0%	0%	0%	145%	51.9%
Revised Match Federal:	\$ -	\$ 1,253,967	\$ 431,340	\$ -	\$ 2,300,480	\$ 3,985,787
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 12,210,000				Federal Aid ID
Federal Funds Obligated:		\$ 10,956,033				S123(025)
Initial Obligation Date:		9/1/2021				Other Notes OTC approval 9/13/2022
EA Number:		PE003334				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflation.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, plus OTC Staff Report
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022.
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: Cost increase equals 51.9% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.

<b>Fiscal Constraint Consistency Check Areas</b>	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes. Added funding to the construction phases
2B	What is the funding source for the project? OTC approved IJIA funding
2C	Was the Proof-of Funding requirement satisfied and how? OTC Staff Report
2D	Was overall fiscal constraint demonstrated? Yes.

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes
2B	What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
4	What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.

<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment? No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle
2B	What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary - OR47 Motor Vehicle = Throughway - OR47 Pedestrian = Pedestrian Parkway - OR47 Bicycle = Bicycle Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

**Fund Type Codes References**

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.



Fund Codes												
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	Z24E	Surface transportation block grants - flex FAST ext	Y	48.93%	5,974,657.00	89.73%	5,361,059.73	10.27%	613,597.27	0.00%	0.00	
	Z909	Highway infrastructure any	Y	35.84%	4,376,604.42	89.73%	3,927,127.15	10.27%	449,477.27	0.00%	0.00	
	Z918	Highway infrastructure any	Y	15.23%	1,858,738.58	89.73%	1,667,846.12	10.27%	190,892.46	0.00%	0.00	
	<b>PE Totals</b>				<b>100.00%</b>	<b>12,210,000.00</b>		<b>10,956,033.00</b>		<b>1,253,967.00</b>		<b>0.00</b>
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	4,200,000.00	89.73%	3,768,660.00	10.27%	431,340.00	0.00%	0.00	
	<b>RW Totals</b>				<b>100.00%</b>	<b>4,200,000.00</b>		<b>3,768,660.00</b>		<b>431,340.00</b>		<b>0.00</b>
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	22,400,000.00	89.73%	20,099,520.00	10.27%	2,300,480.00	0.00%	0.00	
	<b>CN Totals</b>				<b>100.00%</b>	<b>22,400,000.00</b>		<b>20,099,520.00</b>		<b>2,300,480.00</b>		<b>0.00</b>
<b>Grand Totals</b>						<b>38,810,000.00</b>		<b>34,824,213.00</b>		<b>3,985,787.00</b>		<b>0.00</b>

Agenda Item F; Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22511	2	OR540 curb ramps: Coos Bay city limits -	4.80	8.40		CN	ADA	SW ADA	\$ 1,800,000.00	\$ 1,800,000.00	\$ 0.00

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**SCOPE & COST CHANGE**  
Reduce project limits and adjust funding

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>21614</b>
<b>Project Name:</b> <del>US26: SE 8th Ave - SE 87th Ave</del> US26: SE 8th Ave - SE 58th Ave Sec.	<b>5</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71168</b>
		ODOT Type	Safety	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Safety	<b>Comp Date:</b>	<b>12/31/2026</b>
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	1.14	UPWP:	No
		Mile Post End:	<del>5.35</del> <b>3.86</b>	UPWP Cycle:	N/A
<b>Short Description:</b> Update signals and improve intersection warning signage to improve safety on this section of highway.		Length:	<del>4.21</del> <b>2.72</b>	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2026
		1st Year Program'd:	2021	OTC Approval:	No
		Years Active:	2	OTC Date	N/A
			<b>STIP Amend #: 21-24-2652</b>	<b>MTIP Amnd #: OC23-02-OCT</b>	

**Detailed Description:** *Modify detailed description with the following --> On US26 (SE Powell Blvd) in the southeast Portland area between MP 1.14 to MP 3.86, update signals and improve intersection warning signage to improve safety on this section of highway (ARTS Region 1 approved project)*

**STIP Description:** Update signals and improve intersection warning signage to improve safety on this section of highway.

Last Amendment of Modification: Administrative - January 2022 - AM22-09-JAN1 - The Administrative Modification convert the SFLP funds back to state funds on PE and ROW per ODOT request

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>State Funds</b>								
State	S010	2021		<del>\$ 22,626</del>				\$ -
State	S010	2021		\$ 50,000				\$ 50,000
State	S010	2022					<del>\$ 74,759</del>	\$ -
State	S010	2023					\$ 278,723	\$ 278,723
								\$ -
							<b>State Total:</b>	\$ 328,723
<b>Local Funds</b>								
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			\$ -	<del>\$ 22,626</del>	\$ -	\$ -	<del>\$ 74,759</del>	<del>\$ 97,385</del>
Phase Totals After Amend:			\$ -	\$ 50,000	\$ -	\$ -	\$ 278,723	\$ 328,723
Total Project Cost Estimate (all phases):							\$	<b>328,723</b>
Year of Expenditure Cost Amount:							\$	<b>328,723</b>

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. - KL

Phase Change Amount:	\$ -	\$ 27,374	\$ -	\$ -	\$ 203,964	\$ 231,338
Phase Change Percent:	0%	121%	0%	0%	273%	238%
Revised Match Federal:	N/A	N/A	N/A	N/A	N/A	N/A
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 50,000				Federal Aid ID
Federal Funds Obligated:		\$ -				S026(167)
Initial Obligation Date:		7/19/2021				Other Notes
EA Number:		PE003317				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. The net cost increase at 238% exceeds the 50% cost change threshold for administrative cost adjustments.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: The cost adjustment is a relative small amount which is authorized by the ARTS manager.

#### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, safety
2A	Does the amendment include fiscal updates? Additional State funds are being committed to the project
2B	What is the funding source for the project? ODOT ARTS program
2C	Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change
2D	Was overall fiscal constraint demonstrated? Yes

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars

<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

<b>Other Review Areas</b>	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Motor Vehicle, Transit, Freight, Bike & Pedestrian
2B	What is the Metro modeling designation? - Motor Vehicle: Major Arterial - Transit: Enhanced Transit Connector - Freight: Roadway Connector - Bike: Bicycle Parkway - Pedestrian: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

<b>Fund Type Codes References</b>	
State	General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	50,000.00	0.00%	0.00	100.00%	50,000.00	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>50,000.00</b>		<b>0.00</b>		<b>50,000.00</b>		<b>0.00</b>
RW	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
CN	S010	STATE		100.00%	278,723.00	0.00%	0.00	100.00%	278,723.00	0.00%	0.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>278,723.00</b>		<b>0.00</b>		<b>278,723.00</b>		<b>0.00</b>
<b>Grand Totals</b>					<b>328,723.00</b>		<b>0.00</b>		<b>328,723.00</b>		<b>0.00</b>

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro  
2021-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Update Entry**  
**SCOPE CHANGE**  
Adjust project MP limits based on updated scope for the project

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>21638</b>
<b>Project Name:</b> <del>OR213: I-205 - OR211</del> <b>OR213: Glen Oak Rd - S Barnards Rd Sec.</b>	<b>6</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71191</b>
		ODOT Type	Safety	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Safety	<b>Comp Date:</b>	<b>12/31/2026</b>
		Capacity Enhancing:	No	RTP ID:	12095
<b>Short Description:</b> Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State	RFFA ID:	N/A
		State Highway Route	OR213	RFFA Cycle:	N/A
		Mile Post Begin:	<del>0.0</del> <b>3.69</b>	UPWP:	No
		Mile Post End:	<del>16.11</del> <b>14.55</b>	UPWP Cycle:	N/A
		Length:	<del>16.11</del> <b>10.86</b>	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2026
		1st Year Program'd:	2021	OTC Approval:	No
Years Active:	2	OTC Date	N/A		
<b>STIP Amend #: 21-24-2651</b>			<b>MTIP Amnd #: OC23-02-OCT</b>		

**Detailed Description:** Existing—Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

**Change to be -->** At approximately 33 site locations on OR213 from MP 3.69 to MP 14.55 in Clackamas County, complete various safety upgrades including signals reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway (ARTS awarded project)

**STIP Description:** Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023. Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
							<b>Federal Totals:</b>	\$ -
<b>State Funds</b>								
SFLP	S060	2021		\$ <del>64,260</del>				\$ -
State	S010	2021		\$ 64,261				\$ 64,261
SFLP	S060	2023			\$ <del>48,255</del>			\$ -
SFLP	S060	2023			-	\$ <del>15,090</del>		\$ -
SFLP	S060	2022					\$ <del>409,142</del>	\$ -
State	S010	2023					\$ 193,543	\$ 193,543
								\$ -
Note: State funds were incorrectly programmed as SFLP and are being corrected here.							<b>State Total:</b>	\$ 257,804
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			\$ -	\$ 64,260	\$ -	\$ -	\$ <del>409,142</del>	\$ <del>473,402</del>
Phase Totals After Amend:			\$ -	\$ 64,261	\$ -	\$ -	\$ 193,543	\$ 257,804
Total Project Cost Estimate (all phases):							\$	257,804
Year of Expenditure Cost Amount:							\$	257,804



Programming Summary Details						
Why project is short programmed: The project is not short programmed. - KL						
Phase Change Amount:	\$ -	\$ 1	\$ -	\$ -	\$ (193,499)	\$ (215,598)
Phase Change Percent:	0%	0%	0%	0%	-47.3%	-45.5%
Revised Match Federal:	N/A	N/A	N/A	N/A	N/A	N/A
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 64,261				Federal Aid ID
Federal Funds Obligated:		\$ -				S160(057)
Initial Obligation Date:		7/19/2021				Other Notes
EA Number:		PE003318				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT's Traffic Division determined that the safety upgrades are only required in the revised project limits area. The scope change triggers the need for a formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: The fund type code (from SFLP back to State) is being corrected as part of the amendment as well.

<b>Fiscal Constraint Consistency Check Areas</b>	
1	Will Performance Measurements Apply? Yes, safety
2A	Does the amendment include fiscal updates? Yes, the State SFLP funds are converted back to general State funds.
2B	What is the funding source for the project? ODOT State funds from the ARTS program
2C	Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change
2D	Was overall fiscal constraint demonstrated? Yes

<b>RTP Consistency Check Areas</b>	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars

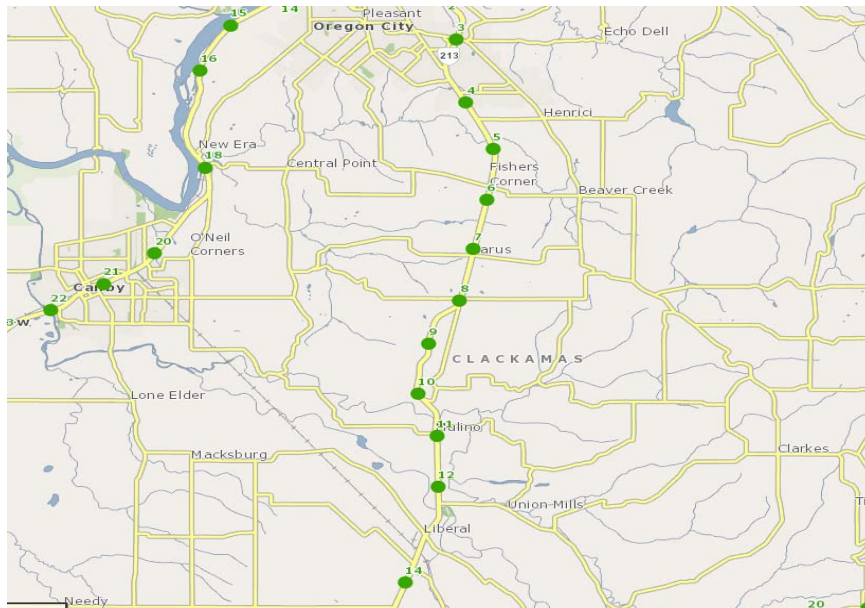
<b>UPWP Consistency Check Areas</b>	
1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

<b>Other Review Areas</b>	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle, Transit, Freight, and Bicycle
2B	What is the Metro modeling designation? - Motor Vehicle: Throughway - Transit: Regional Bus - Freight: Roadway Connector - Bike: Regional Bikeway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

### Fund Type Codes References

State	General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded.
SFLP	State Funded Local Projects. ODOT converts eligible smaller federally funded projects into state funds to expedite project delivery.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	64,261.00	0.00%	0.00	100.00%	64,261.00	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>64,261.00</b>		<b>0.00</b>		<b>64,261.00</b>		<b>0.00</b>
RW	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
UR	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>UR Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
CN	S010	STATE		100.00%	193,543.00	0.00%	0.00	100.00%	193,543.00	0.00%	0.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>193,543.00</b>		<b>0.00</b>		<b>193,543.00</b>		<b>0.00</b>
<b>Grand Totals</b>					<b>257,804.00</b>		<b>0.00</b>		<b>257,804.00</b>		<b>0.00</b>



**2021-2027 MTIP Formal Amendment - Exhibit A**

**October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT**

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



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

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add new 5339(b) bus facility  
improvement project to MTIP

<b>Lead Agency:</b> TriMet		Project Type:	Transit	<b>ODOT Key:</b>	<b>New - TBA</b>
<b>Project Name:</b> TriMet Beaverton Transit Center Renovation (2022 5339b)	<b>7</b>	Fiscal Constraint Cat:	Capital	<b>MTIP ID:</b>	<b>New - TBA</b>
		ODOT Type	TBD	<b>Status:</b>	<b>T22</b>
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	<b>Comp Date:</b>	<b>12/31/2027</b>
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5339	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
<b>Short Description:</b> Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		<b>STIP Amend #:</b> TBD		<b>MTIP Amnd #:</b> OC23-02-OCT	

**Detailed Description:** In Beaverton at the TriMet Beaverton Transit Center, relocate, reconfigure and expand the pick-up and bus layover area to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures (2022 IJA 5339(b) Bus & Bus Facilities FTA Award)

STIP Description: TBD

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

**PROJECT FUNDING DETAILS**

Fund Type		Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
<b>Federal Funds</b>								
5339(b)		2023		\$ 677,112				\$ 677,112
5339(b)		2025			\$ 12,972			\$ 12,972
5339(b)		2025				\$ 4,620,499		\$ 4,620,499
5339(b)		2025					\$ 256,000	\$ 256,000
PE combines Eng + Outreach							<b>Federal Totals:</b>	<b>\$ 5,566,583</b>
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local-STIF	Match	2023		\$ 169,278				\$ 169,278
Local-STIF	Match	2025			\$ 3,243			\$ 3,243
Local-STIF	Match	2025				\$ 1,155,125		\$ 1,155,125
Local-STIF	Match	2025					\$ 64,000	\$ 64,000
							<b>Local Total</b>	<b>\$ 1,391,646</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Phase Totals After Amend:			\$ -	\$ 846,390	\$ 16,215	\$ 5,775,624	\$ 320,000	\$ 6,958,229
Total Project Cost Estimate (all phases):							\$	6,958,229
Year of Expenditure Cost Amount:							\$	6,958,229

**Programming Summary Details**

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

Phase Change Amount:	\$ -	\$ 846,390	\$ 16,215	\$ 5,775,624	\$ 320,000	\$ 6,958,229
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 169,278	\$ 3,243	\$ 1,155,125	\$ 64,000	\$ 1,391,646
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds the new FTA 5339b discretionary award to TriMet to the MTIP enabling the project to move forward in TrAMS and be implemented.
4	MTIP Programming Submitted Supporting Documentation: FTA grant award notification, 5339 grant application, and other related supporting documentation
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes:

**Fiscal Constraint Consistency Check Areas**

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the current 5339b funding levels
2B	What is the funding source for the project? FTA discretionary grant - FY22 Bus and Low-and-No Emission Grant Awards program
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA Award notification website
2D	Was overall fiscal constraint demonstrated? Yes.

**RTP Consistency Check Areas**

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #10 - Fiscal Stewardship, Objective 10.1 - Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

**UPWP Consistency Check Areas**

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Transit network
2B	What is the Metro modeling designation? Transit Center
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

**Fund Type Codes References**

5339(b)	Federal Transit Administration (FTA) based funding for eligible Bus and Bus Facility improvements. For this specific award, the funds are part of the discretionary component and fall under FTA's Section 5339(b) which can be used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The required minimum match is normally 20% against the federal portion of 80%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. For this discretionary award, the minimum match requirement is 20%.

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## FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

State	Project Sponsor	Funding	Bus/Low-No	Description
OR	Tri-County Metropolitan Transportation District of Oregon	\$5,566,583	Buses and Bus Facilities	TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.