

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 December FFY 2023 Formal Amendment Bundle for Resolution 22-5299

Amendment Purpose Statement for Resolution 22-5299 (Amendment Number DC23-04-DEC)

FOR THE PURPOSE OF AMENDING ~~SIX~~ FOUR EXISTING PROJECTS TO ENABLE PENDING FEDERAL APPROVAL STEPS AND PHASE OBLIGATIONS TO OCCUR

(Note: Per review of the submitted projects, Keys 21638 and 21614 have been identified as duplicate projects which were already processed and approved as part of the October FFY 2023 Formal MTIP amendment. Both projects are being removed from the December FFY 2023 Formal Amendment Bundle.)

Public Notification Comment Opportunities for the December FFY 2023 Formal MTIP Amendment for Resolution 22-5299

The public review period for this project amendment is **11/29/2022** and concludes on **12/30/2022**, 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. 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the 2021-26 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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 the required changes have no significant impact upon air conformity, 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 (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 22-5299

December FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC23-04-DEC

Total Number of Projects: ~~6~~ 4

Modification #1

Keys 21638 & 21614 are deleted
from the amendment bundle

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 20474 MTIP ID 71002	ODOT	Regionwide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations throughout Region 1	<u>SPLIT & CANCEL:</u> The formal amendment transfers the remaining unexpended funds from the project to be combined into Key 21602 (also included in this bundle) to improve delivery options. As a result, Key 20474 is canceled.
(#2) ODOT Key # 21601 MTIP ID 71155	ODOT	Portland Metro and Surrounding Areas Variable Message Signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	<u>SPLIT & TRANSFER:</u> The formal amendment splits funding from Key 20601 and transfers/combines the funds into Key 20602.
(#3) ODOT Key # 21602 MTIP ID 71156	ODOT	I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	<u>COMBINE:</u> The formal amendment completes the funding and scope splits and transfers from Keys 20474 and 20601 into Key 20602.
(#4) ODOT Key # 21638 MTIP ID 71191	ODOT	OR213: I-205—OR211 OR213: Glen Oak Rd—S Barnards Rd Sec.	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.	<u>LIMITS CHANGE—MAJOR</u> The project limits and scope elements are reduced based on the ODOT Traffic Section assessment for the project

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#5) ODOT Key # 21614 MTIP ID 71168	ODOT	US26: SE 8th Ave—SE 87th Ave US26: SE 8th Ave—SE 58th Ave Sec.	Update signals and improve intersection warning signage to improve safety on this section of highway.	<u>SCOPE CHANGE:</u> The formal amendment adjusts the project name, limits, and adds funding to support the revised project scope. The ODOT Traffic section evaluated the project scope and limits and determined the project scope could be reduced.
(#4) ODOT Key # 21164 Key will be changed when advanced into FFY 2023 MTIP ID 71103	TriMET	Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on- going maintenance of Bus and Rail fleets in TriMet's 3- county service district.	<u>SCOPE CHANGE/ADVANCE:</u> The formal amendment changes the project from the Trans Oriented Development (TOD) placeholder based on TriMet's confirmation to use the STBG fund exchange from Metro in support of the Preventative Maintenance program

12/4/2022 – Staff Added Note:

Keys 21638 and 21614 both were processed and approved as part of the October FFY 2023 Formal Amendment bundle. Both project amendment requests were left in the “MTIP unprocessed folder” and inadvertently added to the December FFY 2023 Formal Amendment bundle by mistake. The mistake was identified before the TPAC meeting on 12/2/2022. TPAC members were notified of the processing mistake, and authorized through Modification #1 to remove the two projects during the meeting. The modified formal amendment bundle decreases from six projects to four projects and now contains required changes to project Key numbers 20474, 21601, 21602, and 22164. As of 12/4/2022, Keys 21638 and 21614 have been removed from the amendment bundle.

2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 20474 is an active prior obligated project which obligated its PE funding in FFY 2020. The remaining unexpended funding is being transferred to Key 21602.



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

**MTIP Formal Amendment
SPLIT & CANCEL**
Transfer scope and unexpended
funds to Key 21602

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	20474
Project Name: Regionwide ITS Improvements and Upgrades	1	Fiscal Constraint Cat:	Capital	MTIP ID:	71002
		ODOT Type	SM&O	Status:	Canceled
		Performance Goal:	None	Comp Date:	N/A
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	RTP ID:	11584
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	11/29/2022	TCM Project:	No
		30 Day Notice End:	12/30/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	ST STBG	RFFA ID:	N/A
		State Highway Route	Regional	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	2
Short Description: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	12/5/2022
		1st Year Program'd:	2020	OTC Approval:	No
		Years Active:	3	OTC Date:	N/A
		STIP Amend #: 21-24-2735		MTIP Amnd #: DC23-04-DEC	

Detailed Description: None

STIP Description: Install new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Multnomah, Washington, Clackamas, and Hood River counties. This project will provide drivers and ODOT staff with information on road conditions and enable the appropriate response.

Last Amendment of Modification: Administrative - October 2021 - OC21-03-OCT - SPLIT PROJECT: The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
State STBG	M24E	2020	-	\$ 156,669				\$ -
State STBG	M24E	2020		\$ 41,603				\$ 41,603
AC-STBGS	ACP0	2020		\$ 147,796				\$ -
								\$ -
							Federal Totals:	\$ 41,603
State Funds								
State	Match	2020		\$ 17,931				\$ -
State	Match	2020		\$ 4,762				\$ 4,762
State	Match	2020		\$ 16,916				\$ -
								\$ -
							State Total:	\$ 4,762
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 339,312	\$ -	\$ -	\$ -	\$ 339,312
Phase Totals After Amend:			\$ -	\$ 46,365	\$ -	\$ -	\$ -	\$ 46,365
Total Project Cost Estimate (all phases):							\$	46,365
Year of Expenditure Cost Amount:							\$	46,365

Programming Summary Details

if short programmed, why is the project short programmed? The project is not short programmed.

Phase Change Amount:	\$ -	\$ (292,947)	\$ -	\$ -	\$ -	\$ (292,947)
Phase Change Percent:	0%	-86%	0%	0%	0%	-86.3%
Revised Match Federal:	\$ -	\$ 4,762	\$ -	\$ -	\$ -	\$ 4,762
Revised Match Percent:	N/A	10.27%	N/A	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 46,365				Federal Aid ID
Federal Funds Obligated:		\$ 41,603				SA00(318)
Initial Obligation Date:		12/13/2019				Other Notes
EA Number:		PE003170				Initial PE research
EA Start Date:		N/A				determined scope cost will
EA End Date:		N/A				be outside of budget
Known Expenditures:		N/A				

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 transfers the remaining unexpended funding (\$292,947 total) to Key 21602 along with the scope elements. Initial research and scope evaluation determined the total project cost was well outside of the available budget. The unexpended funds and scope will be applied to the "I-5: Marquam Bridge to Capitol Hwy" project in Key 21602 which will install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions. The scope surrounds the need for the Iowa site improvement location initially in Key 20474 to be shifted to Key 21602 which ODOT has deemed a high priority. The actions to Key 20474 result in the project being canceled which triggers the need for the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.

Public Notification and Comment Process:	
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? November 29, 2022 through December 30, 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. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected.
6	Added clarifying notes: The scope and funds transfer are considered a later move, but because Key 20474 is canceled as a result changes to Keys 20602 and 20601 are combined into the formal amendment.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. Since the scope and remaining funding is being transferred to Key 21602, performance requirement considerations are also shifted to Key 21602.
2A	Does the amendment include fiscal updates? Yes and No. Yes, the remaining unexpended funds are transferred to another existing project in Key 21602. No. No new funds are being applied to Key 20474. The fund transfer is considered a lateral shift within existing constrained years from a fiscal constraint viewpoint.
2B	What is the funding source for the project? Remaining obligated funds are State STBG funds.
2C	Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply

3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas.
4	What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
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 exceeds \$100 million in cost as a result of the cancellation.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment? No. The project is not part of the UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.
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. The project is not part of the UPWP.

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No. The project only began PE activities which were designated to be region wide.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
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

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	M24E	SURFACE TRANS FLEX MAP-21 EXT		100.00%	46,365.00	89.73%	41,603.31	10.27%	4,761.69	0.00%	0.00
	Y030	Redistribution of Certain Authorized Funds IJJA		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals				100.00%	46,365.00		41,603.31		4,761.69	
CN	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	CN Totals				0.00%	0.00		0.00		0.00	
Grand Totals					46,365.00		41,603.31		4,761.69		0.00

PE phase evaluated improvements regionally across all three counties within the Metro MPA. Specific improvement locations will be identified in Key 21602



2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: Key 21601 functions as an ITS project grouping funding bucket. A portion of the funding is being transferred and combined into Key 21602.



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

**MTIP Formal Amendment
SPLIT & TRANSFER**
Split, transfer, and combine funds
into Key 21602

Lead Agency:	ODOT		Project Type:	Other	ODOT Key:	21601
Project Name:		2	Fiscal Constraint Cat:	SM&O	MTIP ID:	71155
Portland Metro and Surrounding Areas Variable Message Signs			ODOT Type	SM&O	Status:	N/A
			Performance Goal:	Safety	Comp Date:	12/31/2024
			Capacity Enhancing:	No	RTP ID:	11104 11584
Project Status:			Conformity Exempt:	Yes	RTP Approval:	12/6/2018
Not Applicable. Key 21601 functions as a project grouping revenue bucket supporting various region-wide active traffic management improvement elements such as intelligent transportation system (ITS) upgrades. When approved, funding is split off Key 21601 and applied to specific eligible projects.			On CMP:	No	Trans Model:	12/6/2018
			30 Day Notice Begin:	11/29/2022	TCM:	No
			30 Day Notice End:	12/30/2022	TSMO Award	No
			Funding Source	ODOT	TSMO Cycle	N/A
			Funding Type:	St STBG	RFFA ID:	N/A
			State Highway Route	Regional	RFFA Cycle:	N/A
			Mile Post Begin:	Regional	UPWP:	No
			Mile Post End:	Regional	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	1
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	12/5/2022
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	1	OTC Date	N/A
			STIP Amend #: 21-24-2735		MTIP Amnd #: DC23-04-DEC	

Detailed Description: Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

STIP Description: Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

Last Amendment of Modification: Administrative - August 2022 - AM22-29-AUG4 - Slip PE phase to FFY 2023

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
State STBG	Z240	2023		\$ 294,707				\$ 294,707
State STBG	Z240	2024					\$ 1,179,128	\$ -
State STBG	Z240	2024					\$ 239,195	\$ 239,195
								\$ -
							Federal Totals:	\$ 533,902
State Funds								
State	Match	2023		\$ 33,731				\$ 33,731
State	Match	2024					\$ 134,956	\$ -
State	Match	2024					\$ 27,377	\$ 27,377
								\$ -
							State Total:	\$ 61,108
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 328,438	\$ -	\$ -	\$ 1,314,084	\$ 1,642,522
Phase Totals After Amend:			\$ -	\$ 328,438	\$ -	\$ -	\$ 266,572	\$ 595,010
Total Project Cost Estimate (all phases):							\$	\$ 595,010
Year of Expenditure Cost Amount:							\$	\$ 595,010

Programming Summary Details

Why project is short programmed: N/A. The project is being reduced to support scope elements and funding needs in Key 20602

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (1,047,512)	\$ (1,047,512)
Phase Change Percent:	0%	0%	0%	0%	-79.7%	-63.8%
Revised Match Federal:	\$ -	\$ 33,731	\$ -	\$ -	\$ 27,377	\$ 61,108
Revised Match Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		N/A		N/A		Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes: Funds will be split off and applied to other eligible projects
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 transfers funding and combines it into Key 21602. Key 21601 functions as an ITS project grouping bucket with revenues dedicated to active traffic management. The purpose of the Portland Metro and surrounding areas variable message signs project (K21601) is the replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. The proposed change will move funds to K21602 to deliver improvements at four locations on I-5 between the Marquam Bridge and Capitol Highway. This one of two funding contributions to Key 21602 with the other from Key 20474. The added funding supports ITS scope elements combined from Key 20474 into Key 21602.
- 4 MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Region 1 Director's approval letter (applies to all actions with Keys 20474, 21601, and 21602).

Public Notification and Comment Process:	
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? November 29, 2022 to December 30, 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 significant comments are expected. If they occur, they will be combined into an amendment log and forwarded to Metro's Communication staff for review and evaluation.
6	Added clarifying notes: actions to Key 20601 is part of a three-project amendment with fund transfers from Key 20474 and 21601 being combined into Key 21602.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes. Safety
2A	Does the amendment include fiscal updates? Yes. However, the adjustments to Key 21601 are considered a lateral transfer within constrained years to Key 21602.
2B	What is the funding source for the project? ODOT managed funds
2C	Was the Proof-of Funding requirement satisfied and how? Region 1 Director's approval letter to complete the funds transfer and combining Key 21602.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 93.126, Table 2
2B	What is the exception category per the regulation: Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No. The project is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date of 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. The project is not capacity enhancing and does not require transportation demand modeling to be completed.
4	What RTP Goal(s) does the project support? Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

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 nor does exceed \$100 million in cost.
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UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of Metro's annual UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable. The project is not part of the UPWP.
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. The project is a ITS revenue support project grouping bucket supporting active traffic management projects across Region 1.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
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	
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.

Key Number: **21601** **2021-2024 STIP**

Project Name: **Portland Metro and surrounding areas variable** **(DRAFT AMENDMENT**

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	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	328,437.00	89.73%	294,706.52	10.27%	33,730.48	0.00%	0.00
	PE Totals			100.00%	328,437.00		294,706.52		33,730.48		0.00
CN	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	266,572.00	89.73%	239,195.06	10.27%	27,376.94	0.00%	0.00
	CN Totals			100.00%	266,572.00		239,195.06		27,376.94		0.00
Grand Totals					595,009.00		533,901.58		61,107.42		0.00



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: October 17, 2022

TO: D&O Administrator

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to reduce scope and funding on *Portland Metro and surrounding areas variable message signs* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) reducing scope and budget on *Portland Metro and surrounding areas variable message signs* project.

Project being reduced:

Portland Metro and surrounding areas variable message signs (K21601)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2023	\$328,437	\$328,437
Construction	2024	\$1,314,085	\$266,572
TOTAL		\$1,642,522	\$595,009

2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-NOV

Summary Reason for Change: Key 21602 receives funds transferred from Keys 20474 and 21601 enabling 21602 to deliver its scope elements.



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

**MTIP Formal Amendment
COMBINE**
Transfer of scope and unexpended
funds from Key 20474

Lead Agency:	ODOT		Project Type:	Highway	ODOT Key:	21602
Project Name:		3	Fiscal Constraint Cat:	Capital	MTIP ID:	71156
I-5: Marquam Bridge - Capitol Highway			ODOT Type	SM&O	Status:	4
			Performance Goal:	None	Comp Date:	12/31/2028
			Capacity Enhancing:	No	RTP ID:	11104 11584
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).			Conformity Exempt:	Yes	RTP Approval:	12/6/2018
			On CMP:	Yes	Trans Model:	12/6/2018
			30 Day Notice Begin:	11/29/2022	TCM Project:	No
			30 Day Notice End:	12/30/2022	TSMO Award	No
			Funding Source	ODOT	TSMO Cycle	N/A
			Funding Types:	ST STBG Redist NHPP	RFFA ID:	N/A
Short Description:			State Highway Route	I-5	RFFA Cycle:	N/A
Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.			Mile Post Begin:	295.10	UPWP:	No
			Mile Post End:	299.70	UPWP Cycle:	N/A
			Length:	4.60	Past Amend:	2
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	12/5/2022
			1st Year Program'd:	2021	OTC Approval:	No
			Years Active:	3	OTC Date:	N/A
			STIP Amend #: 21-24-2735		MTIP Amnd #: DC23-04-DEC	

Detailed Description: Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

STIP Description: Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

Last Amendment of Modification: Administrative - April 2022 - AM22-16-APR1 - Phase slips – ROW to FFY 2023 plus UR and Cons to FFY 2024

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (UR + Other)	Construction	Total
Federal Funds								
State STBG	Z240	2021		\$ 845,192				\$ -
State STBG	Z240	2021		\$ 1,811,208				\$ 1,811,208
Redist-IIJA	Y030	2021		\$ 262,861				\$ 262,861
AC-NHPP	ACPO	2023			\$ 18,544			\$ -
NHPP	Z001	2023			\$ 18,544			\$ 18,544
AC-NHPP	ACPO	2024				\$ 61,810		\$ -
NHPP	Z001	2024				\$ 535,821		\$ 535,821
AC-NHPP	ACPO	2024					\$ 6,361,843	\$ -
NHPP	Z001	2024					\$ 6,025,973	\$ 6,025,973
								\$ -
							Federal Totals:	\$ 8,654,407

Notes:

1. AC-NHPP to NHPP = Advance Construction conversion code update
2. Other phase = UR + STIP Other phase combined together

State Funds									
State	Match	2021		\$ 71,303				\$	-
State	Match	2021		\$ 152,800				\$	152,800
State	Match	2021		\$ 30,086				\$	30,086
State (NHPP)	Match	2023			\$ 1,564			\$	1,564
State (UR)	Match	2024				\$ 5,215		\$	-
State (UR+Oth)	Match	2024				\$ 45,204		\$	45,204
State	Match	2024					\$ 536,707	\$	-
State	Match	2024					\$ 358,577	\$	358,577
								\$	-
								State Total:	\$ 588,231
Local Funds									
								\$	-
								\$	-
Other funds = local overmatch contribution								Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$ 916,495	\$ 20,108	\$ 67,025	\$ 6,898,550	\$ 7,902,178		
Phase Totals After Amend:	\$	-	\$ 2,256,955	\$ 20,108	\$ 581,025	\$ 6,384,550	\$ 9,242,638		
Total Project Cost Estimate (all phases):								\$	9,242,638
Year of Expenditure Cost Amount:								\$	9,242,638

Programming Summary Details							
if short programmed, why is the project short programmed? The project is not short programmed.							
Phase Change Amount:	\$	-	\$ 1,340,460	\$	-	\$ 514,000	\$ (514,000) \$ 1,340,460
Phase Change Percent:		0%	146%		0%	767%	-7.5% 17.0%
Revised Match Federal:	\$	-	\$ 182,886	\$ 1,564	\$ 45,204	\$ 358,577	\$ 588,231
Revised Match Percent:		N/A	8.10%	7.78%	7.78%	5.62%	6.36%
Notes:							
1. PE has split match requirement. STBG = 10.27% while Redistribution = 7.78%. Revised match percent combines both							
2. UR/Other are combined. Both phase funding levels are set at 92.22% federal with a 7.78% minimum match							

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 2,256,955				Federal Aid ID
Federal Funds Obligated:		\$ 2,074,069				S001(540)
Initial Obligation Date:		11/5/2020				
EA Number:		PE003244				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				
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 completes the transfers and required combining actions of the remaining unexpended funding (\$292,947 total) from Key 20474 and funding from Key 21601.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.					
Public Notification and Comment Process:						
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? November 29, 2022 through December 30, 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. In addition to the email option, the public can provide testimony or comments directly to or at TPAC, JPACT, or Metro Council					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments submitted are maintained in a formal comments log and sent on to Metro Communications staff for their review and evaluation. For this formal MTIP, no significant comments are expected.					

6	Added clarifying notes: The scope and funds transfer are considered a lateral move, but because Key 20474 is canceled as a result changes to Keys 21602 and 21601 are combined into the formal amendment.
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety.
2A	Does the amendment include fiscal updates? Yes The remaining unexpended funds from Key 20474 are transferred to Key 21602. Additional funds from Key 21601 also are being transferred into Key 20602. However, the transfer represents a lateral move for the funds within existing constrained years.
2B	What is the funding source for the project? The transfer of funds from Keys 20474 and 21601.
2C	Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas.
4	What RTP Goal(s) does the project support? Technically none as Key 20474 is being canceled. The fund and scope transfer to Key 21602 supports RTP Goal #4 - Reliability and Efficiency, Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
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 is not capacity enhancing or exceeds \$100 million in cost as a result of the cancellation.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. No UPWP amendment is required.
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. The project is not part of the UPWP.

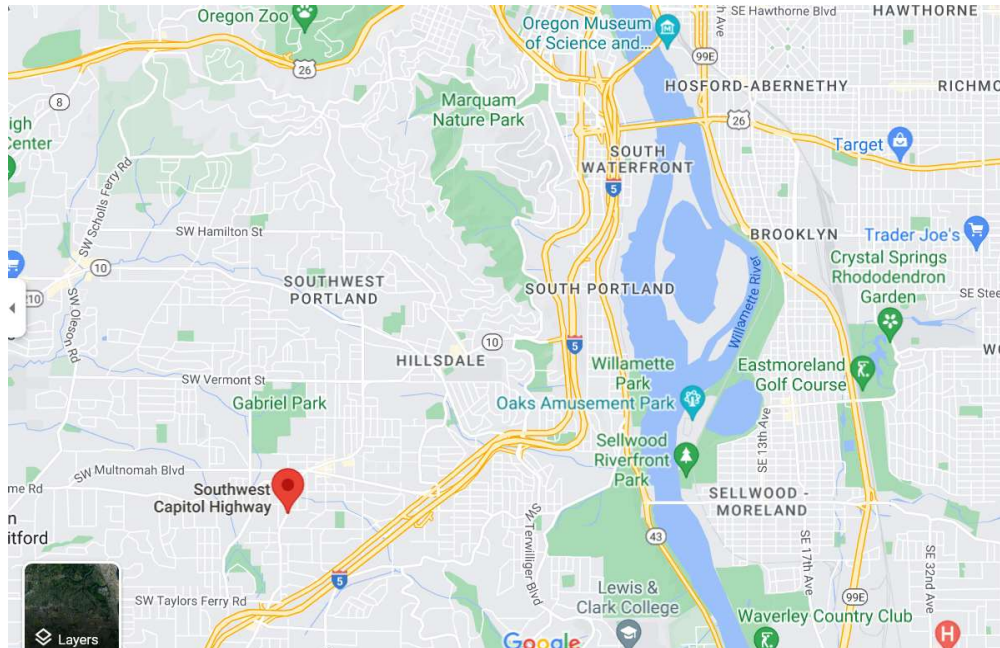
Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. The project is located on the NHS. I-5 is designated part of the Eisenhower Interstate System
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. The project is located on the Metro Motor Vehicle, Transit and Freight modeling networks.
2B	What is the Metro modeling designation? - Motor Vehicle network = Throughway - Transit System = Frequent Bus - Freight Network = Main Roadway Route
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-NHPP	Federal Advance Construction funds used under logic of advance construction with an expect final conversion code to be National Highway Performance Program funds.
NHPP	Federal National Highway Performance Program funds appropriated to ODOT and committed to eligible project improvements
Redist-IIJA	Federal Redistribution funds from the IIJA legislation. Redistribution is normally an annual process where FHWA redistributes federal funds from t other states that did not meet their obligation targets. States that do meet their obligation targets receive a portion of the fund redistribution as a reward. Generally, the fund redistribution has a flexible use criteria and are considered similar to STBG unless FHWA places eligibility conditions upon the funds.
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	Y030	Redistribution of Certain Authorized Funds IJJA		12.98%	292,947.00	89.73%	262,861.34	10.27%	30,085.66	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRFS-FLEX		87.02%	1,964,008.00	92.22%	1,811,208.18	7.78%	152,799.82	0.00%	0.00
	PE Totals			100.00%	2,256,955.00		2,074,069.52		182,885.48		0.00
RW	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	20,108.00	92.22%	18,543.60	7.78%	1,564.40	0.00%	0.00
	RW Totals			100.00%	20,108.00		18,543.60		1,564.40		0.00
UR	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	67,025.00	92.22%	61,810.46	7.78%	5,214.54	0.00%	0.00
	UR Totals			100.00%	67,025.00		61,810.46		5,214.54		0.00
CN	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	6,384,550.00	92.22%	6,025,972.91	7.78%	358,577.09	0.00%	0.00
	CN Totals			100.00%	6,384,550.00		6,025,972.91		358,577.09		0.00
OT	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	514,000.00	92.22%	474,010.80	7.78%	39,989.20	0.00%	0.00
	OT Totals			100.00%	514,000.00		474,010.80		39,989.20		0.00
	Grand Totals				9,242,638.00		8,654,407.29		588,230.71		0.00



2021-2026 MTIP Formal Amendment - Exhibit A

December 2022 Formal Amendment for FFY 2023 - Amendment Number DC23-04-DEC

Summary Reason for Change: The project involves the annual Metro-TriMet STBG for Local funds exchange. The project is being updated to reflect how TriMet will use the STBG from Metro.



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

**MTIP Formal Amendment
SCOPE CHANGE/ADVANCE**
Update project to reflect as Prevent
Maint Support Project

Lead Agency: Metro TriMet		Project Type: Local Road Transit	ODOT Key: 22164 New TBD
Project Name: Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	4	Fiscal Constraint Cat: Capital Maint.	MTIP ID: 71103
		ODOT Type: TBD	Status: T22
		Performance Goal: Congest Mitigation	Comp Date: 9/30/2024
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing: No	RTP ID: 11103 11335
		Conformity Exempt: Yes	RTP Approval: 12/6/2018
		On CMP: No	Trans Model: 12/6/2018
		30 Day Notice Begin: 11/29/2022	TCM: No
		30 Day Notice End: 12/30/2022	TSMO Award: No
		Funding Source: Metro	TSMO Cycle: N/A
		Funding Type: STBG	RFFA ID: N/A
		State Highway Route: No	RFFA Cycle: N/A
		Mile Post Begin: N/A	UPWP: No
		Mile Post End: N/A	UPWP Cycle: N/A
		Length: N/A	Past Amend: 0
		Flex Transfer to FTA: YES	Council Appr: Yes
		FTA Conversion Code: 5307	Council Date: 12/5/2022
		1st Year Program'd: 2025	OTC Approval: No
		Years Active: 0	OTC Date: N/A
		STIP Amend #: TBD	MTIP Amnd #: DC23-04-DEC
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3-county service district.			

Detailed Description: ~~Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that:~~

- ~~• Bring people to live and work within walking distance of high quality transit;~~
- ~~• Creates new market comparables for more compact development;~~
- ~~• Cultivates developers with expertise in compact and mixed-use building in suburban settings;~~
- ~~• Increases acceptance of urban style buildings through high quality design;~~
- ~~• Contributes to placemaking and local identity; and~~
- ~~• Support housing affordability.~~

~~By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2023 allocation year)~~

TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs. (FFY 2023 allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2025	-				\$ 3,600,373	\$ -
STBG-U	Z230	2023					\$ 3,600,373	\$ 3,600,373
								\$ -
							Federal Totals:	\$ 3,600,373
State Funds								
								\$ -
								\$ -
							State Total:	\$ -

Local Funds								
Local	Match	2025	-				\$ 412,079	\$ -
Local	Match	2023					\$ 412,079	\$ 412,079
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 412,079
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$ 4,012,452	\$ 4,012,452
Phase Totals After Amend:	\$	-	\$	-	\$	-	\$ 4,012,452	\$ 4,012,452
Total Project Cost Estimate (all phases):								\$ 4,012,452
Year of Expenditure Cost Amount:								\$ 4,012,452

Programming Summary Details						
Why project is short programmed:						
Phase Change Amount:	\$	-	\$	-	\$	-
Phase Change Percent:		0%		0%		0%
Revised Match Federal:	\$	-	\$	-	\$	412,079
Revised Match Percent:		N/A		N/A		10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:					\$ 4,012,452	Federal Aid ID
Federal Funds Obligated:					\$ 3,600,373	N/A
Initial Obligation Date:					Pending	Other Notes STBG will be flexed transferred to FTA and obligated through TrAMS
EA Number:					N/A	
EA Start Date:					N/A	
EA End Date:					N/A	
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:
4	MTIP Programming Submitted Supporting Documentation: TPAC agenda item with initial rankings
Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required?
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:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply?
2A	Does the amendment include fiscal updates?
2B	What is the funding source for the project?
2C	Was the Proof-of Funding requirement satisfied and how?
2D	Was overall fiscal constraint demonstrated?

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3?
2B	What is the exception category per the regulation:
3A	Is the project considered capacity enhancing?
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment?
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support?
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)

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP
1B	Can the MTIP amendment proceed ahead of the UPWP amendment?
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)?

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)?
2B	What is the Metro modeling designation?
3	Is the project designated as a Transportation Control Measure (TCM)?
4	Is the project location identified on a Congestion Management Plan route?

Fund Type Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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
5307	Federal Transit Administration funding code from section 5307. 5307 funds are appropriated via a formula to eligible transit agencies in their urbanized zone areas (UZA). Fund eligibility includes planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In this specific case, TriMet will flex transfer the STBG over to FTA. The funds will be converted to 5307 to support their Preventative Maintenance program.

ODOT Key: 22164 | MTIP ID: 71103

Transit Oriented Development (TOD) program (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$3,600,373	\$412,079		\$4,012,452	<input type="checkbox"/>
	2023	STBG-URBAN	\$3,600,373	\$412,079		\$4,012,452	
Totals >>			\$3,600,373	\$412,079	\$0	\$4,012,452	