2021-2024 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 2021-24 MTIP May FFY 2023 Formal Amendment Bundle for Resolution 23-53XX

Amendment Purpose Statement for Resolution 23-53XX (Amendment Number MY23-09-MAY)

FOR THE PURPOSE OF ADDING SIX NEW CONGRESSIONAL DIRECTED SPENDING PROJECTS TO THE 2021-24 MTIP ALLOWING PRELIMINARY ENGINEERING ACTIVITIES TO BE INITIATED

Public Notification Comment Opportunities for the May FFY 2023 Formal MTIP Amendment for Resolution 23-53XX

The public review period for this project amendment is 5/2/2023 and concludes on 5/31/2023, at 5:00 pm. Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at <u>summer.blackhorse@oregonmetro.gov</u>. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.

| | | Ext | politan Transportation Improvement Program nibit A to Resolution 23-53XX | | | | | | | |
|---|--|---|--|---|--|--|--|--|--|--|
| | May FFY 2023 Formal Transition Amendment Bundle Contents Amendment Type: Formal/Full Amendment #: MY23-09-MAY Total Number of Projects: 6 | | | | | | | | | |
| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action | | | | | | |
| (#1) ODOT Key # 23428 MTIP ID TBD New Project | ODOT | I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta | Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. | | | | | | |
| (#2) ODOT Key # 22647 MTIP ID TBD New Project | ODOT | OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St | The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. | | | | | | |

| (#3) ODOT Key # TBD MTIP ID TBD New Project | TriMet | TriMet Merlo Bus Garage Zero Emission Retrofit | This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. |
|---|--------|---|--|---|
| (#4) ODOT Key # TBD MTIP ID TBD New Project | TriMet | TriMet 82nd Ave MAX Station Improvement Project | The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. |
| (#5) ODOT Key # TBD MTIP ID TBD New Project | TriMet | TriMet Oregon City Transit Center | This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023- CMPJ-095) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. |

| (#6) ODOT Key # TBD MTIP ID TBD New Project | TriMet | Willamette Shore Line Rail & Trestle Repair | The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle & track improvements along with routine maintenance (ID# 2023-CMPJ-096) | ADD NEW PROJECT: The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023. |
|---|--------|--|---|---|
|---|--------|--|---|---|

Proposed Amendment Review and Approval Steps:

- Tuesday, May 2, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, May 5, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, May 18, 2023: JPACT meeting.
- Wednesday, May 31, 2023: End 30-day Public Comment period.
- Thursday, June 1, 2023: Metro Council meeting (proposed tentative).
- Wednesday, June 7, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals.
- Early to mid-July 2023: Final project amendment approvals from FHWA estimated.

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP

| Metro 2021-26 Metropolitan Transportation PROJECT AMENDMENT D | Improv | | P) Add the | P Formal Amen DD NEW PROJ new Congression ending project to th | ECT al Directed |
|---|--------|------------------------|----------------|---|--------------------|
| Lead Agency: ODOT | | Project Type: | Trail | ODOT Key: | 23428 |
| Project Name: | | Fiscal Constraint Cat: | Capital | MTIP ID: | TBD |
| • | 1 | ODOT Type | Bike/Ped | Status: | 0 |
| I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta | | Performance Goal: | N/A | Comp Date: | 12/31/2025 |
| | | Capacity Enhancing: | No | RTP ID: | N/A |
| | | Conformity Exempt: | Yes | RTP Approval: | 12/6/2018 |
| Project Status: 1 = Pre-first phase obligation activities (IGA development, project | | On CMP: | N/A | Trans Model: | 12/6/2018 |
| scoping, scoping refinement, etc.). | | 30 Day Notice Begin: | 5/2/2023 | TCM: | No |
| | | 30 Day Notice End: | 5/31/2023 | TSMO Award | No |
| | | Funding Source | CDS Earmark | TSMO Cycle | N/A |
| | | Funding Type: | HIPCDS23 | RFFA ID: | N/A |
| | | State Highway Route | I-84 | RFFA Cycle: | N/A |
| | | Mile Post Begin: | 18.33 | UPWP: | No |
| Short Description: | | Mile Post End: | 18.51 | UPWP Cycle: | N/A |
| Design and construct multi-use path parallel to Jordan Road from the pedestrian | | Length: | 0.18 | Past Amend: | 0 |
| tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, | | Flex Transfer to FTA | No | Council Appr: | Yes |
| DEMO ID OR211) | | FTA Conversion Code: | N/A | Council Date: | 6/1/2023 |
| | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | Years Active: | 0 | OTC Date | N/A |
| | | STIP Amend #: 21-24-33 | 808 | MTIP Amnd #: N | /IY23-09-MA |

2023 earmark, DEMO ID OR211)

STIP Description: Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access

Last Amendment of Modification: None. This amendment represents the project's initial programming in the mTIP.

| | | | | | PROJEC | T FUNDING DETA | ILS | | | |
|----------------|--------------|-------------|-------------------|------------|--------------------------|----------------|-------------------------------|---------------------|-----------|----------|
| Fund Type | Fund Code | Year | Planning | | reliminary ngineering | Right of Way | Other (Utility Relocation) | Construction | | Total |
| ederal Funds | | | | | | | | | | |
| HIPCDS23 | Y926 | 2023 | | \$ | 233,200 | | | | \$ | 233,20 |
| HIPCDS23 | Y926 | 2024 | | | | \$ 26,919 | | | \$ | 26,91 |
| HIPCDS23 | Y926 | 2024 | | | | | | \$ 2,071,881 | \$ | 2,071,88 |
| ote: | | | | | | | | Federal Totals: | \$ | 2,332,00 |
| | | | | | | | | | | |
| tate Funds | | | | | | | | | | |
| HB2017 | S070 | 2023 | | \$ | 26,691 | | | | \$ | 26,69 |
| HB2017 | S070 | 2024 | | | | \$ 3,081 | | | \$ | 3,08 |
| HB2017 | S070 | 2024 | | | | | | \$ 237,136 | \$ | 237,13 |
| ote: HB2017 St | ate funds | are being u | used as the match | to the fed | leral earmark | | | State Total: | \$ | 266,90 |
| | | | | | | | | | | |
| ocal Funds | | | | | | | | | | |
| | | | | | | | | | \$ | - |
| | 1 | | | | | | | Local Total | \$ | - |
| Phase Tota | ls Before | Amend: | \$- | \$ | | \$ | \$- | \$ | \$ | |
| Phase To | tals After | Amend: | \$- | \$ | 259,891 | \$ 30,000 | | \$ 2,309,017 | \$ | 2,598,90 |
| | | | | 1 | | 1 | Total Project Cost Estir | mate (all phases): | \$ | 2,598,90 |
| | | | | | | | Year of Expenditu | ure Cost Amount | ć | 2,598,90 |

| Programming Summary Details | | | | | | | | | | | |
|---|----|----|------|---------|------|--------|----|-----|------|-----------------|-----------------|
| Why project is short programmed: N/A - The project is not short programmed. | | | | | | | | | | | |
| Phase Change Amount: | \$ | - | \$ | 259,891 | \$ | 30,000 | \$ | | - | \$ 2,309,017 | \$ 2,598,908 |
| Phase Change Percent: 0% | | | 100% | | 100% | | 0% | | 100% | 100% | |
| Revised Match Federal: | \$ | - | \$ | 26,691 | \$ | 3,081 | \$ | | - | \$ 237,136 | \$ 266,908 |
| Revised Match Percent: | N, | /A | | 10.27% | | 10.27% | | N/A | | 10.27% | 10.27% |

| | | | Phase Obliga | tions and Expenditures | s Summary | | |
|--|---|---|--|---|--|--|--|
| lterr | า | Planning | PE | ROW | Other | Construction | |
| Total Fu | nds Obligated: | | | | | | Federal Aid ID |
| Federal Fu | nds Obligated: | | | | | | |
| Initial O | bligation Date: | | | | | | Other Notes |
| | EA Number: | | | | | | Congressional Dire |
| | EA Start Date: | | | | | | Spending Earmark |
| | EA End Date: | | | | | | ID - DEMO OR211 |
| Known | Expenditures: | | | | | | |
| | | | | | | | |
| | | Μ | ITIP Programming | Consistency Check De | tails and Glossary | | |
| | | | | General Areas | | | |
| Ph | ase funding fields: | : Red font = prior an | nended funding or p | project details. Blue font : | = amended changes | to funding or project d | letails. Black font indicates |
| 1 cha | ange has occurred | l. | | | | | |
| An | nendment Purnos | e [.] The nurnose of an | MTIP amendment | is normally to add a new | project due to requi | red federal review acti | ons involving the MTIP ar |
| 2 | • | | | • | | | • |
| | | | וב טוטובנו וומוווב עב | scription. or funding) to r | neet the project's ne | xt federal approval de | livery step. |
| | | | ie project (name de | scription, or funding) to r | neet the project's ne | xt federal approval de | livery step. |
| Th | | | | nendment adds the new | | | |
| 3 Th | is amendment to | the MTIP completes | what action: The ar | | approved Consolida | ted Appropriations Act | t of 2023, Congressional |
| 3 Th 3 Dir | is amendment to rected Spending p | the MTIP completes roject, DEMO ID OR2 | what action: The ar 211, to the 2021-24 | nendment adds the new MTIP enabling PE to be c | approved Consolida bbligated and initiate | ed Appropriations Act d before the end of FF | t of 2023, Congressional Y 2023. |
| 3 Th Dir | is amendment to rected Spending p FIP Programming S | the MTIP completes roject, DEMO ID OR2 Submitted Supportin | what action: The ar 211, to the 2021-24 ng Documentation: S | mendment adds the new MTIP enabling PE to be c STIP Summary Report, ST | approved Consolida obligated and initiate IP Impacts Workshee | ed Appropriations Act d before the end of FF t, FLAP Project Summa | t of 2023, Congressional Y 2023. ary including support lette |
| 3 Th Dir M1 4 STI | is amendment to rected Spending p TIP Programming S IP OTC letter notif | the MTIP completes roject, DEMO ID OR2 Submitted Supportin ying of programming | what action: The ar 211, to the 2021-24 ng Documentation: S g action, USDOT Ma | mendment adds the new MTIP enabling PE to be c STIP Summary Report, ST | approved Consolida obligated and initiate IP Impacts Workshee f Highway Infrastruc | ted Appropriations Act d before the end of FF et, FLAP Project Summa ture Programs Project | t of 2023, Congressional |
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| 3 Th Dir 4 STI Co c Notification a 5A Wa | is amendment to rected Spending p TIP Programming S IP OTC letter notif nsolidated Approp and Comment Pro- as a 30 Public Noti | the MTIP completes roject, DEMO ID OR2 Submitted Supportin ying of programming priations Act, 2023 N cess: ification/Opportunit | what action: The ar 211, to the 2021-24 ng Documentation: S g action, USDOT Ma Aemo, and Sandy Ro y to Comment Perio | mendment adds the new MTIP enabling PE to be o STIP Summary Report, ST Irch 21, 2023 Allocation o over Delta overview, and | approved Consolida obligated and initiate IP Impacts Workshee If Highway Infrastruc project location map | ted Appropriations Act d before the end of FF et, FLAP Project Summa ture Programs Projects os. | t of 2023, Congressional Y 2023. ary including support lette |
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| | Fiscal Constraint Consistency Check Areas | | | | | | |
|----|--|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? No. The multi-use trail has a recreational use component and is not part of the Metro Pedestrian or Bicycle networks | | | | | | |
| 2A | Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023. | | | | | | |
| 2B | What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23 | | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation | | | | | | |
| 2D | Was overall fiscal constraint demonstrated? Yes. | | | | | | |

| | RTP Consistency Check Areas |
|----|---|
| 1A | RTP ID and Name: Not applicable. The project is considered a recreational trail and not part of the Metro Bicycle and Pedestrian commuter trail modeling networks. |
| 1B | RTP Project Description: N/A. Since the project is not funded by Metro and is outside of the RTP commuter trail networks, it is not subject to the standard RTP consistency checks. The new multi-use trail will support recreational needs in the Sandy River Delta natural area. |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities |
| 3A | Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. |
| 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. |
| 4 | What RTP Goal(s) does the project support? Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services. |
| 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 does not exceed \$100 million dollars in cost. |

| | 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? N/A. |

| C | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? |
|---|---|
| Z | N/A. |

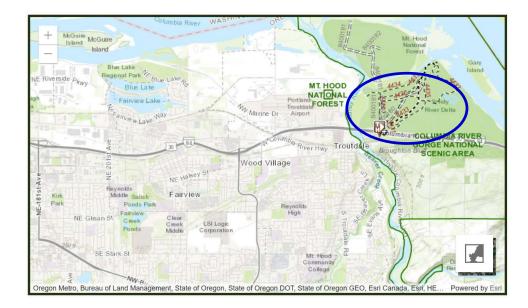
| | Other Review Areas |
|----|--|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? Jordan Rd is located adjacent to I-84 which is designated on the NHS as part of the Eisenhower Interstate System |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? 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? Not applicable. |

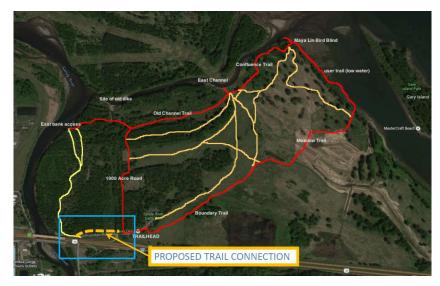
| | Fund Type Codes References |
|----------|---|
| HIPCDS23 | A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%. |
| HB2017 | State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the State HB2017 funds are being used as the required match to the federal funds. |

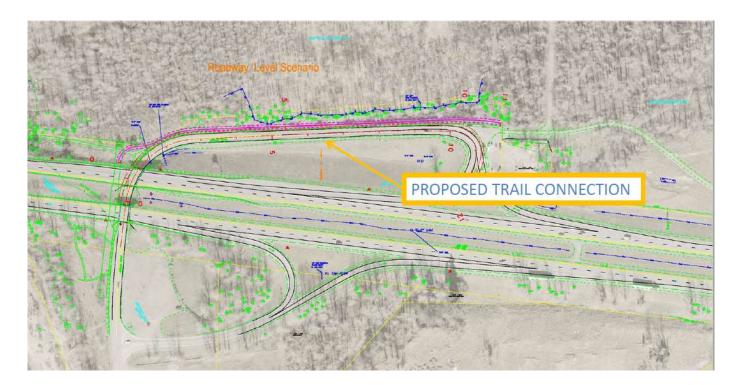
| Phase | Fund Code | Description | ICA P | Percent of Phase | Total Amount | Federal Percent | Federal Amount | State Percent | State Amount | Local Percent | Local Amount |
|-------|--------------------|--|----------|---------------------|--------------|---------------------|----------------|---------------------|--------------------------|---------------------|--------------|
| | S070 | HB2017 Funding Package | | 10.27% | 26,690.78 | <mark>0.00</mark> % | 0.00 | 100.00% | 26,69 <mark>0.7</mark> 8 | 0.00% | 0.00 |
| PE | Y926 | HIP - community project congressionally directed | | 89.73% | 233,200.00 | 100.00% | 233,200.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| | PE Tot | als | | 100.00% | 259,890.78 | | 233,200.00 | | 26,690.78 | | 0.00 |
| | <mark>\$070</mark> | HB2017 Funding Package | | 10.27% | 3,081.00 | <mark>0.00</mark> % | 0.00 | 100.00% | 3,081.00 | 0 <mark>.00%</mark> | 0.00 |
| RW | Y926 | HIP - community project congressionally directed | | 89.73% | 26,919.00 | 100.00% | 26,919.00 | 0.00% | 0.00 | 0.00% | 0.00 |
| | RW To | otals | | 100.00% | 30,000.00 | | 26,919.00 | | 3,081.00 | | 0.00 |
| | <mark>\$070</mark> | HB2017 Funding Package | | 10.27% | 237,136.05 | <mark>0.00</mark> % | 0.00 | 100.00% | 237,136.05 | 0.00% | 0.00 |
| CN | Y926 | HIP - community project congressionally directed | | 89.73% | 2,071,881.00 | 100.00% | 2,071,881.00 | <mark>0.00</mark> % | 0.00 | 0.00% | 0.00 |
| | CN To | tals | | 100.00% | 2,309,017.05 | | 2,071,881.00 | | 237,136.05 | | 0.00 |
| | Grand | Totals | | | 2,598,907.83 | | 2,332,000.00 | | 266,907.83 | | 0.00 |

| | U.S. Department of Transportation Federal Highway Administration | Memorandum |
|----------|--|---|
| Subject: | <u>ACTION:</u> Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205] | Date: March 21, 2023 In Reply Refer to: HISM-40 |
| From: | Peter J. Stephanos /s/ Director, Office of Stewardship, Oversight, and Management | |
| To: | Brian R. Bezio Chief Financial Officer | |

| | | Cons (Public Law 117-328) [| olidated Appropriati Division L, Title I, Hig | | ture Programs | | |
|-------|---------|--|---|-------------------------|--|------------------------------|-------------|
| State | Demo ID | Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328 | Designated Amounts in Explanatory Statement Accompanying | Amount available 328 | A CONTRACTOR OF A CONTRACTOR O | Allocation of Y This Memo | |
| | | | Pub. L. No. 117-328 | Project | State Total | Project | State Total |
| OR | OR204 | Aloha Livable Community and Safe Access to Transit | 962,000 | 962,000 | | 962,000 | |
| OR | OR205 | Tonguin Employment Area Access Project | 3,000,000 | 3,000,000 | | 3,000,000 | |
| OR | OR206 | Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1 | 940,000 | 940,000 | | 0 | |
| OR | OR207 | Construction of Arterial Road between Highway 11 and Highway 30 | 1,500,000 | 1,500,000 | | 1,500,000 | |
| OR | OR208 | City of Carlton—West Main Street Revitalization | 1,500,000 | 1,500,000 | | 1,500,000 | |
| OR | OR209 | 82nd Ave MAX Station Improvement Project — Portland, OR | 3,000,000 | 3,000,000 | | 3,000,000 | |
| OR | OR210 | NE Halsey Safety and Access to Transit Project - Portland, OR | 1,000,000 | 1,000,000 | 5 C | 1,000,000 | |
| OR | OR211 | Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR | 2,332,000 | 2,332,000 | | 2,332,000 | |
| OR | OR212 | 181st Ave Safety Improvements Project — Gresham, OR | 3,178,686 | 3,178,686 | | 3,178,686 | |
| OR | OR213 | Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR | 2,000,000 | 2,000,000 | | 2,000,000 | |
| OR | OR214 | Main Avenue/OR 104 Pedestrian Route | 1,360,000 | 1,360,000 | 200 | 1,360,000 | |
| OR | OR215 | Beaverton Downtown Loop | 4,000,000 | 4,000,000 | | 4,000,000 | |







May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: Add new approved Congressional Directed Spending project to the 2021-24 MTIP

Appropriations Act 2023 earmark, DEMO ID OR216)

| Metro 2021-26 Metropolitan Transportation PROJECT AMENDMENT D | • | • • |) Add th | IP Formal Amen ADD NEW PROJ he new Congression hending project to th | ECT al Directed |
|--|---|------------------------|----------------|--|--------------------|
| Lead Agency: ODOT | | Project Type: | Trail | ODOT Key: | 22647 |
| Draiast Nama | | Fiscal Constraint Cat: | Capital | MTIP ID: | TBD |
| Project Name: | 2 | ODOT Type | Bike/Ped | Status: | 1 |
| OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St | | Performance Goal: | N/A | Comp Date: | 12/31/2026 |
| | | Capacity Enhancing: | No | RTP ID: | 12095 |
| | | Conformity Exempt: | Yes | RTP Approval: | 12/6/2018 |
| Project Status: 1 = Pre-first phase obligation activities (IGA development, project | | On CMP: | N/A | Trans Model: | 12/6/2018 |
| scoping, scoping refinement, etc.). | | 30 Day Notice Begin: | 5/2/2023 | TCM: | No |
| | | 30 Day Notice End: | 5/31/2023 | TSMO Award | No |
| | | Funding Source | CDS Earmark | TSMO Cycle | N/A |
| | | Funding Type: | HIPCDS23 | RFFA ID: | N/A |
| | | State Highway Route | OR141 | RFFA Cycle: | N/A |
| Chart Description. | | Mile Post Begin: | 3.84 | UPWP: | No |
| Short Description: | | Mile Post End: | 4.41 | UPWP Cycle: | N/A |
| The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use | | Length: | 0.57 | Past Amend: | 0 |
| the visibility of pedestrians crossing the street and encouraging people to use | | Flex Transfer to FTA | No | Council Appr: | Yes |
| these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216) | | FTA Conversion Code: | N/A | Council Date: | 6/1/2023 |
| DEIVIO ID ORZEOJ | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | Years Active: | 0 | OTC Date | N/A |
| | | STIP Amend #: 21-24-33 | 808 | MTIP Amnd #: N | /1Y23-09-MAY |

STIP Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Last Amendment of Modification: None. This amendment represents the project's initial programming in the MTIP.

| | | | | | PROJEC | T FUNDING DE | TAILS | | | |
|-----------------|--------------|-----------|-------------------|-----------|----------------------------|--------------|------------------------------|-----------------|-----------|----------|
| Fund Type | Fund Code | Year | Planning | | Preliminary Engineering | Right of Way | Other (Utility Relocatior | Construction | | Total |
| Federal Funds | | | | | | | | | | |
| HIPCDS23 | Y926 | 2023 | | \$ | 942,165 | | | | \$ | 942,16 |
| HIPCDS23 | Y926 | 2024 | | | | \$ 564,40 |)2 | | \$ | 564,40 |
| HIPCDS23 | Y926 | 2024 | | | | | | \$ 1,693,433 | \$ | 1,693,43 |
| Note: | | | | , | | | | Federal Totals: | \$ | 3,200,00 |
| | | | | | | | | | | |
| State Funds | | | | | | | | | | |
| HB2017 | S070 | 2023 | | \$ | 107,835 | | | | \$ | 107,83 |
| HB2017 | S070 | 2024 | | | | \$ 64,59 | 8 | | \$ | 64,59 |
| HB2017 | S070 | 2024 | | | | | | \$ 193,821 | \$ | 193,82 |
| Note: HB2017 St | ate funds | are being | used as the match | to the fe | deral earmark | | | State Total | \$ | 366,25 |
| | | | | | | | | | | |
| Local Funds | | | | | | | | | | |
| | | | | | | | | | \$ | - |
| | | | | | | | | Local Total | \$ | - |
| Phase Tota | ls Before | Amend: | \$ - | \$ | | <u>\$</u> | \$- | <u>\$</u> | <u>\$</u> | |
| Phase To | | | | \$ | 1,050,000 | \$ 629,00 | | \$ 1,887,254 | \$ | 3,566,25 |
| | | | | | | | Total Project Cost Es | | | 3,566,25 |
| | | | | | | | • | | • | 3,566,25 |

| | | | | Program | ming | g Summary Det | ails | | | | |
|--------------------------------|-----------|------------|---------|------------------|------|---------------|------|-----|---|-----------------|-----------------|
| Why project is short programme | ed: N/A - | The projec | t is no | ot short program | med | d. | | | | | |
| Phase Change Amount: | \$ | - | \$ | 1,050,000 | \$ | 629,000 | \$ | | - | \$ 1,887,254 | \$ 3,566,254 |
| Phase Change Percent: | | 0% | | 100% | | 100% | | 0% | | 100% | 100% |
| Revised Match Federal: | \$ | - | \$ | 107,835 | \$ | 64,598 | \$ | | - | \$ 193,821 | \$ 366,254 |
| Revised Match Percent: | | N/A | | 10.27% | | 10.27% | | N/A | | 10.27% | 10.27% |

| | | | Phase Obligat | ions and Expenditures | Summary | | |
|--|---|---|--|--|---|---|--|
| l | tem | Planning | PE | ROW | Other | Construction | |
| Tota | I Funds Obligated: | | | | | | Federal Aid ID |
| Federa | I Funds Obligated: | | | | | | |
| Initia | I Obligation Date: | | | | | | Other Notes |
| | EA Number: | | | | | | Congressional Direct |
| | EA Start Date: | | | Spending Earmark | | | |
| | EA End Date: | | | | | | ID - DEMO OR216 |
| Kno | wn Expenditures: | | | | | | |
| | | | | Consistency Check Det General Areas | | - funding annual i i l | atalla Diask fast in l' |
| 1 | change has occurred | • | nended funding or pi | roject details. Blue font = | amended changes | to funding or project d | etails. Black font indicates |
| | Amondmont Durnes | T I (| | | | | |
| 2 | | | | s normally to add a new cription, or funding) to n | | | |
| 2 | STIP, or complete re This amendment to | equired changes to th the MTIP completes | e project (name des what action: The am | | neet the project's ne | xt federal approval del | livery step. |
| | STIP, or complete re This amendment to Directed Spending p MTIP Programming | equired changes to th the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of Higl | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S | cription, or funding) to m nendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee | xt federal approval de ed Appropriations Act d before the end of FF t, STIP OTC letter notif | livery step. of 2023, Congressional Y 2023. fying of programming action |
| 3 | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 | equired changes to th the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S | cription, or funding) to m nendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee | xt federal approval de ed Appropriations Act d before the end of FF t, STIP OTC letter notif | livery step. |
| 3 | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 and project location on and Comment Pro | equired changes to th the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S ⁻ hway Infrastructure | cription, or funding) to m nendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI Programs Projects design | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee | xt federal approval de ed Appropriations Act d before the end of FF t, STIP OTC letter notif | livery step. of 2023, Congressional Y 2023. fying of programming action |
| 3 4 ic Notificatio | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 and project location on and Comment Pro Was a 30 Public Not | equired changes to the the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. pcess: cification/Opportunity | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S ² hway Infrastructure y to Comment Period | cription, or funding) to m nendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI Programs Projects design | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee nated in Division L of | xt federal approval del ed Appropriations Act d before the end of FF t, STIP OTC letter notif the Consolidated App | livery step. of 2023, Congressional Y 2023. fying of programming action |
| 3 4 ic Notificatio 5A | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 and project location on and Comment Pro Was a 30 Public Not What were the 30 d | equired changes to the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. pcess: cification/Opportunity lay Public Notification | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S ⁻ hway Infrastructure y to Comment Period | cription, or funding) to m nendment adds the new a WTIP enabling PE to be o TIP Summary Report, STI Programs Projects design d Required? Yes | eet the project's ne approved Consolidat bligated and initiate P Impacts Workshee nated in Division L of es? May 2, 2023 to | xt federal approval de ed Appropriations Act d before the end of FF t, STIP OTC letter notif the Consolidated App May 31, 2023 | livery step. of 2023, Congressional Y 2023. fying of programming acti ropriations Act, 2023 Mer |
| 3 4 ic Notificatio 5A 5B | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 and project location on and Comment Pro Was a 30 Public Not What were the 30 d Was the Public Not | equired changes to the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. pcess: cification/Opportunity lay Public Notification fication/Opportunity | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S ² hway Infrastructure y to Comment Period to Comment period | cription, or funding) to m nendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI Programs Projects design d Required? Yes mment Start and end dat | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee nated in Division L of es? May 2, 2023 to ith the Metro Public | xt federal approval del ed Appropriations Act d before the end of FF t, STIP OTC letter notif the Consolidated App May 31, 2023 Participation Plan? Ye | livery step. of 2023, Congressional Y 2023. fying of programming action propriations Act, 2023 Mer s |
| 3 4 ic Notificatio 5A 5B 5C | STIP, or complete re This amendment to Directed Spending p MTIP Programming USDOT March 21, 2 and project location on and Comment Pro Was a 30 Public Noti What were the 30 d Was the Public Noti Was the Public Noti | equired changes to the MTIP completes project, DEMO ID OR2 Submitted Supportin 023 Allocation of High n maps. Decess: Cification/Opportunity fication/Opportunity fication/Opportunity cant amount of comm | e project (name des what action: The am 216, to the 2021-24 M g Documentation: S ⁷ hway Infrastructure y to Comment Period to Comment period to Comment period nents received requi | cription, or funding) to mendment adds the new a MTIP enabling PE to be o TIP Summary Report, STI Programs Projects design d Required? Yes mment Start and end dat completed consistent w included on the Metro v | neet the project's ne approved Consolidat bligated and initiate P Impacts Workshee nated in Division L of es? May 2, 2023 to ith the Metro Public vebsite allowing emain mary provided to N | xt federal approval del ed Appropriations Act d before the end of FF et, STIP OTC letter notif the Consolidated App May 31, 2023 Participation Plan? Ye ail submissions as com | livery step. of 2023, Congressional Y 2023. fying of programming acti- propriations Act, 2023 Mer s ments? Yes s Staff? Not expected. How |

| | Fiscal Constraint Consistency Check Areas | | | | | |
|----|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? Yes - Safety | | | | | |
| 2A | Does the amendment include fiscal updates? Yes. The authorized funding originates as a Congressional Directed Spending earmark from the Consolidated Appropriations Act of 2023. | | | | | |
| 2B | What is the funding source for the project? Congressional authorized funds programmed under fund code Y926 with a related programmatic fund code of HIPCDS23 | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The USDOT March 21, 2023 Memo provide the earmark funding confirmation | | | | | |
| 2D | Was overall fiscal constraint demonstrated? Yes. | | | | | |

| | RTP Consistency Check Areas |
|----|--|
| 1A | RTP ID: #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 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - Air Quality - Bicycle and Pedestrian Facilities |
| 3A | Is the project considered capacity enhancing? No. The project is a multi-use pedestrian/bicycle trail exempt under 40 CFR 93.126, Table 2. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. |
| 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. |
| 4 | What RTP Goal(s) 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. The project does not exceed \$100 million dollars in cost. |

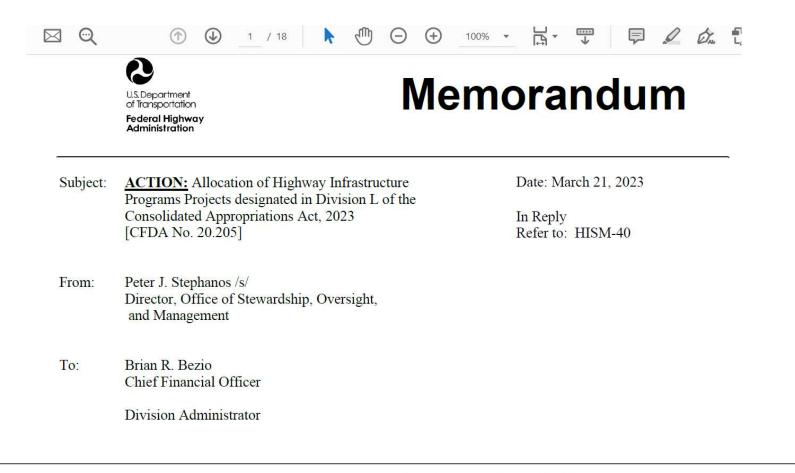
| | UPWP Consistency Check Areas | | | | | | |
|----|--|--|--|--|--|--|--|
| 1A | Does the MTIP action also require an UPWP amendment: No. | | | | | | |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? N/A. | | | | | | |

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.

| | Other Review Areas |
|----|---|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No. OR141 is not identified as part of the NHS. |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. See below in 2B |
| | What is the Metro modeling designation? See below entries: |
| | - Motor Vehicle: Minor Arterial |
| 2B | - Transit Network: Frequent Bus |
| | - Bicycle Network: Bicycle Parkway |
| | - Pedestrian Network: 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? No |

Fund Type Codes ReferencesHIPCDS23A federal programmatic fund code representing the approved earmarks from the Consolidated Appropriations Act of FFY 2023. The applicable fund code for
these earmark is Y926. For this earmark, the federal share is set at 89.73% with a required match of 10.27%.HB2017State funds authorized from the Oregon approved HB2017 legislation authorized for various transportation system improvements. For this specific project, the
State HB2017 funds are being used as the required match to the federal funds.

| | Financial Pla | n Estir | nate / A | Actual A | mounts | | | | |
|-------|---------------------|-------------------|---------------------|---------------------|-------------------|-----------------------------|----------------------|----------------------|---------|
| Phase | Funding Resp | STIP | Year | Use Hist Savings | Total Est/Act Amt | Fed Est/Act Amt | State Est/Act Amt | Local Est/Act Amt | Comment |
| | DISCRETIONARY | 2021-2024 STIP | 2023 | | 942,165.00 | 942,165.00 | 0.00 | 0.00 | |
| PE | HB2017 Safety R1 | 2021-2024 STIP | 2023 | | 107,835.00 | 0.00 | 107,835.00 | 0.00 | |
| | PE Totals | | | | 1,050,000.00 | 9 <mark>4</mark> 2,165.00 | 107,835.00 | 0.00 | |
| | DISCRETIONARY | 2021-2024 STIP | 2024 | | 564,401.70 | 564,401.70 | 0.00 | 0.00 | |
| RW | HB2017 Safety R1 | 2021-2024 STIP | 2024 | | 64,598.30 | 0.00 | 64,598.30 | 0.00 | |
| | RW Totals | | | | 629,000.00 | 564,401.70 | 64,598.30 | 0.00 | |
| | DISCRETIONARY | 2021-2024 STIP | 2 <mark>02</mark> 4 | | 1,693,433.30 | 1 <mark>,693,4</mark> 33.30 | 0.00 | 0.00 | |
| CN | HB2017 Safety R1 | 2021-2024 STIP | 2024 | | 193,821.02 | 0.00 | 193,821.02 | 0.00 | |
| | CN Totals | | | | 1,887,254.32 | 1,693,433.30 | 193,821.02 | 0.00 | |
| от | DISCRETIONARY | 2021-2024 STIP | 2024 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 01 | OT Totals | | | | 0.00 | 0.00 | 0.00 | 0.00 | |
| | Grand Totals | | | | 3,566,254.32 | 3,200,000.00 | 366,254.32 | 0.00 | |



| | | Conso (Public Law 117-328) D | olidated Appropriati ivision L, Title I, Hig | and the second se | ture Programs | 8 | |
|--------|---------|--|---|---|--|---|-------------|
| State | Demo ID | Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328 | Designated Amounts in Explanatory Statement Accompanying | Amount available 328 | State of the state | Allocation of Y926 Funds This Memorandum | |
| | | | Pub. L. No. 117-328 | Project | State Total | Project | State Total |
| | | OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & | | | | | |
| OR | OR216 | Spruce | 3,200,000 | 3,200,000 | | 3,200,000 | |
| UK | UR217 | OR-18/OR-99W Compor Salety and Intersection Improvements | 4,000,000 | 4,000,000 | | 4,000,000 | |
| OR | OR218 | River Road—Santa Clara Pedestrian and Bicycle Bridge | 6,000,000 | 6,000,000 | | 6,000,000 | |
| OR | OR219 | Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62) | 608,000 | 608,000 | | 608,000 | |
| OR | OR220 | US-101 Sidewalk Infill | 2,800,000 | 2,800,000 | | 2,800,000 | |
| Oregon | | | · · · · · · · · · · · · · · · · · · · | | 41,380,686 | | 40,440,686 |

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023

| Aetro | Metro 2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET MTIP | | | | | |
|--------------------------------------|--|---|------------------------|-----------|----------------|-------------|
| Lead Agency: TriMet | | | Project Type: | Transit | ODOT Key: | New - TBA |
| Ducient News | | | Fiscal Constraint Cat: | Capital | MTIP ID: | New - TBA |
| Project Name: | mission Detwofit | 3 | ODOT Type | TBD | Status: | T22 |
| TriMet Merlo Bus Garage Zero E | mission Retrofit | | Performance Meas: | Transit | Comp Date: | 12/31/2027 |
| | | | Capacity Enhancing: | No | RTP ID: | 11338 |
| Drojact Status | | | Conformity Exempt: | Yes | CMP: | No |
| Project Status: | ogress or programmed in current MTIP | | 30 Day Notice Begin: | 5/2/2023 | TCM: | No |
| | gress of programmed in current write | | 30 Day Notice End: | 5/31/2023 | TSMO Award | No |
| | | | Funding Source | Congress | TSMO Cycle | N/A |
| | | | Funding Type: | Dec 22 AA | RFFA ID: | No |
| | | | State Highway Route | N/A | RFFA Cycle: | N/A |
| | | | Mile Post Begin: | NA | UPWP: | No |
| Short Description: | | | Mile Post End: | N/A | UPWP Cycle: | N/A |
| This project includes sitework, gara | ge and utility upgrades and installation of | | Length: | N/A | Past Amend: | 0 |
| charging stations for articulated bu | ses at Merlo Garage (ID# 2023-CMPJ-094 | | Flex Transfer to FTA | No | Council Appr: | Yes |
| Earmark) | | | FTA Conversion Code: | N/A | Council Date: | 6/1/2023 |
| | | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | | Years Active: | 0 | OTC Date | N/A |
| | | | STIP Amend #: TBD | | MTIP Amnd #: I | MY23-09-MAY |

Detailed Description:

This project completes the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). It also supports adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region, expands charging infrastructure and retrofitting of the maintenance facility as a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs. (approved earmark - Community Project Funding , Congressional Directed Spending December 2022 Appropriations Bill)

STIP Description: TBD

| | | | | | PROJEC | T FUNDING DETA | ILS | | | | | |
|---------------|---------------|-------------|----------------------|-----------|--------------------------|----------------|-----|------------------|-----|---------------------|-----------|----------|
| Fund Type | Fund Code | Year | Planning | | reliminary ngineering | Right of Way | Co | onstruction | (\ | Other Norkforce) | | Total |
| ederal Funds | | | | | | | | | | | | |
| CPFCDS22 | Y926 | 2023 | | \$ | 1,500,000 | | | | | | \$ | 1,500,00 |
| CPFCDS22 | Y926 | 2023 | | | | | \$ | 2,000,000 | | | \$ | 2,000,00 |
| CPFCDS22 | Y926 | 2023 | | | | | | | \$ | 1,500,000 | \$ | 1,500,00 |
| ogramming pha | ses in FFY 20 | 023 to supp | oort TrAMS grant app | lication | | | | | Fee | deral Totals: | \$ | 5,000,00 |
| | | | | | | | | | | | | |
| tate Funds | | | | | | | | | | | | |
| State STIF | | | | | | | | | | | | |
| (TriMet) | Match | 2023 | | \$ | 375,000 | | | | | | \$ | 375,00 |
| | | | | | | | | | | | | |
| State STIF | | | | | | | | | | | | |
| (TriMet) | Match | 2023 | | | | | \$ | 500,000 | | | \$ | 500,00 |
| | | | | | | | | | | | | |
| State STIF | | | | | | | | | | | | |
| (TriMet) | Match | 2023 | | | | | | | \$ | 375,000 | \$ | 375,00 |
| | | | | | | | | | | | | |
| | | | | | | | | | | State Total: | \$ | 1,250,00 |
| | | | | | | | | | | | | |
| ocal Funds | | | | | | | | | | | | |
| | | | | | | | | | | | \$ | - |
| | | | | | | | | | L | ocal Total | \$ | - |
| Phase Tota | ls Before | Amend: | \$ - | \$ | _ | \$- | \$ | _ | \$ | | <u>\$</u> | _ |
| | tals After | | • | \$ | 1,875,000 | \$- | \$ | 2,500,000 | \$ | 1,875,000 | \$ | 6,250,00 |
| | | | • | Ŧ | | - | | oject Cost Estir | | | | 6,250,00 |
| | | | | | | | | ar of Expenditu | | | | 6,250,00 |

| | | | Program | ming Su | ummary D | etails | | | | | |
|--|--|---|--|---|--|--|--|--|---|---|--|
| y project is short programme | d: N/A. The proj | ect is no | t short program | med. | | | | | | | |
| Phase Change Amount: | \$ - | \$ | 1,875,000 | \$ | - | \$ | 2,500,000 | \$ | 1,875,000 | \$ | 6,250,0 |
| Phase Change Percent: | 0% | | 100% | | 0% | | 100% | | 100.0% | · · · | 100.0% |
| Revised Match Federal: | \$ - | \$ | 375,000 | \$ | - | \$ | 500,000 | \$ | 375,000 | \$ | 1,250,0 |
| Revised Match Percent: | N/A | | 20.0% | | N/A | | 20.0% | | 20.0% | | 20.0% |
| | | | | | | | | | | | |
| | | | Phase Obligation | | | | <u> </u> | | | | |
| Item | Planning | | PE | | ROW | C | onstruction | | Other | | |
| Total Funds Obligated: | | | | | | | | | | | Federal Aid ID |
| Federal Funds Obligated: | | | | | | | | | | | |
| Initial Obligation Date: | | | | | | | | | | | Other Notes |
| EA Number: | | | | | | | | | | - | tion will be throu |
| EA Start Date: | | | | | | | | | | | A's TrAMS grant |
| EA End Date: | | | | | | | | | | ар | plication process |
| Known Expenditures: | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | MTIP P | rogramming Cor | | - | Details a | nd Glossary | | | | |
| | | | | | I Areas | | | | | | |
| Phase funding field change has occurre | - | r amende | d funding or proje | ect deta | ils. Blue for | nt = ame | nded changes to f | undi | ng or project d | etails. Bl | ack font indicates r |
| | | | | | | | | | | | |
| 2 Amendment Purpo 2 STIP, or complete r | | | | - | | | - | | | | - |
| | equired changes t the MTIP comple | o the pro <u></u> etes what | iect (name descrip action: The amen | otion, or dment a | r funding) to adds the ne | o meet t w projec | he project's next f | feder e M1 | ral approval de | livery ste ed earm | ep. |
| 2 STIP, or complete r This amendment to | equired changes t o the MTIP comple a as approved in th g Submitted Suppo | o the pro <u>e</u> tes what the Deceml | iect (name descrip action: The amen per 2022 Appropri umentation: Appr | otion, or dment a iations E roved FF | r funding) to adds the ne Bill under th FY 2022 App | o meet t w projec ne Comm propriati | he project's next f at for TriMet to th nunity Project Fun ons Bill, Congress | feder e M1 ding ional | al approval de TP with approv /Congressional Directed Spen | livery ste ed earm Directed ding ear | ep. ark for the Merlo d Spending section mark list, Decembe |
| 2 STIP, or complete r 3 This amendment to Garage Renovation 4 MTIP Programming | equired changes t o the MTIP comple a as approved in th g Submitted Suppo ressional Record, V | o the pro <u>e</u> tes what the Deceml | iect (name descrip action: The amen per 2022 Appropri umentation: Appr | otion, or dment a iations E roved FF | r funding) to adds the ne Bill under th FY 2022 App | o meet t w projec ne Comm propriati | he project's next f at for TriMet to th nunity Project Fun ons Bill, Congress | feder e M1 ding ional | al approval de TP with approv /Congressional Directed Spen | livery ste ed earm Directed ding ear | ep. ark for the Merlo d Spending section mark list, Decembe |
| STIP, or complete r This amendment to Garage Renovation MTIP Programming 2022 Senate Congress | equired changes t o the MTIP comple a as approved in th g Submitted Suppo ressional Record, V ocess: | o the pro <u></u> etes what he Deceml porting Doc Yol 168, N | ject (name descrip action: The amen per 2022 Appropri umentation: Appr umber 198, Book | otion, or dment a iations E roved FF III, draft | r funding) to adds the ne Bill under th FY 2022 App t MTIP Wor | o meet t w projec ne Comm propriati | he project's next f at for TriMet to th nunity Project Fun ons Bill, Congress | feder e M1 ding ional | al approval de TP with approv /Congressional Directed Spen | livery ste ed earm Directed ding ear | ep. ark for the Merlo d Spending section mark list, Decembe |
| 2 STIP, or complete r 3 This amendment to Garage Renovation 4 MTIP Programming 2022 Senate Congruentic Notification and Comment Programming Processing Comment Programmer Programer Programmer Programmer Programe Programmer Programmer Pro | equired changes t o the MTIP comple a as approved in th g Submitted Suppo ressional Record, V occess: otification/Opportu | o the pro <u></u> etes what he Decemi orting Doc (ol 168, N | ect (name descrip action: The amen per 2022 Appropri umentation: Appr umber 198, Book pomment Period Re | dment a iations E roved FF III, draft | r funding) to adds the ne Bill under th FY 2022 App t MTIP Wor | o meet t w projec ne Comm propriati ksheet, p | he project's next f at for TriMet to th nunity Project Fun ons Bill, Congress plus prior program | feder e M1 ding ional | ral approval de TP with approv /Congressional Directed Spen g discussions b | livery ste ed earm Directed ding ear | ep. ark for the Merlo d Spending section mark list, Decembe |
| 2 STIP, or complete r 3 This amendment to Garage Renovation 4 MTIP Programming 2022 Senate Congress blic Notification and Comment Pro- 5A Was a 30 Public No | equired changes t o the MTIP comple a as approved in th g Submitted Suppo essional Record, V ocess: otification/Opportu day Public Notifica | o the pro <u></u> etes what the Decemi orting Doc Yol 168, N unity to Co ation/Opp | ject (name descrip action: The amen per 2022 Appropri umentation: Appr umber 198, Book omment Period Re ortunity to Comm | dment a iations E roved FF III, draft equired nent Sta | r funding) to adds the ne Bill under th FY 2022 App t MTIP Wor T MTIP Wor Yes art and end | o meet t ew projec ne Comm propriati ksheet, p dates? M | he project's next for TriMet to the nunity Project Fun ons Bill, Congress plus prior program | feder e MT ding ional nmin | al approval de TP with approv /Congressional Directed Spen g discussions b | livery ste ed earm Directed ding ear etween | ep. ark for the Merlo d Spending section mark list, Decembe |

| 5E | Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |
|----|---|
| | Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires |

6 individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023.

| | Fiscal Constraint Consistency Check Areas | | | | | | | | |
|----|---|--|--|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? Yes, transit | | | | | | | | |
| 2A | Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project. | | | | | | | | |
| 2B | What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award. | | | | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation. | | | | | | | | |
| 2D | Was overall fiscal constraint demonstrated? Yes. | | | | | | | | |

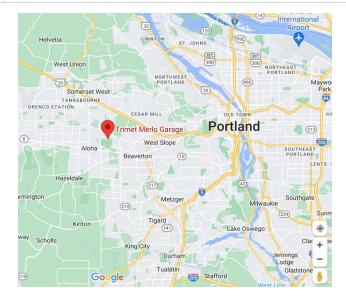
| | RTP Consistency Check Areas |
|----|--|
| 1A | RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2 |
| 1B | RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth. |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - 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. The project is a planning project. It 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? No. |
| 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 date12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirement for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) 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 nor does it exceed \$100 million dollars in cost. |

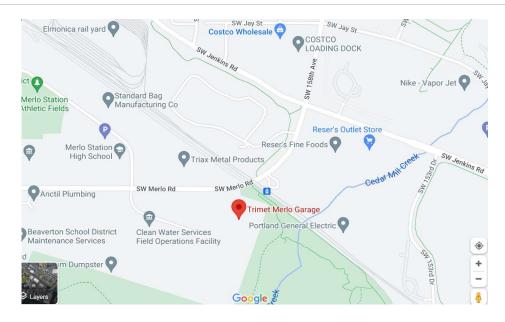
| | UPWP Consistency Check Areas |
|----|---|
| 1A | Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP. |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. |
| 2 | What UPWP category does the project fit under (e.g. Master Agreement, 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 - 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

| | A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCDS22 = Community Project |
|----------|--|
| CPFCDS22 | Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill |
| | that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%. |
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |







of America

Vol. 168

Congressional Record

PROCEEDINGS AND DEBATES OF THE 117^{tb} congress, second session

WASHINGTON, TUESDAY, DECEMBER 20, 2022 No. 198-Book III

Senate

EXPLANATORY STATEMENT SUB-MITTED BY MR. LEAHY, CHAIR nual Government Accountability Office OF THE SENATE COMMITTEE ON [GA0] reports along with legal barriers pre-production of the senate of the se APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPRO-PRIATIONS ACT, 2023

The following is an explanation of 2023

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RE-LATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with un-

[GAO] reports along with legal barriers preventing the agency's ability to further re-duce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT the Consolidated Appropriations Act, Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enact-

ment of this act. The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer from the DOT advisory committee on human

DEPARTMENT OF TRANSPORTATION—Continued

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the The agreement directs the Secretary of United States or will advance a national security or economic interest.

FEDERALLY FUNDED RESEARCH

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations

[Community Project Funding/Congressionally Directed Spending] Requestor(s) Agency Account Project Recipient State Amount Origination Senate House Long Island Rail Road NY 5 000 000 Department of Transportation Transit Infrastructure Grants Metropolitan Transportation Au-Maloney, Caro н Hunterspoint Station Rehathority lyn B. bilitation Project Department of Transportation Transit Infrastructure Grants Long Island Rail Road (LIRR) Metropolitan Transportation Au-NY 7,000,000 Meng Н Forest Hills Platform Extenthority sions & Elevators Project Department of Transportation Transit Infrastructure Grants EZConnect One-Call Center Stark Area Regional Transit Au-OH 1,250,000 Brown S thority Department of Transportation Transit Infrastructure Grants Rickenbacker Area Mobility Cen-Central Ohio Transit Authority OH 3.000.000 Beatty Brown Н ter Department of Transportation Transit Infrastructure Grants Rail Car Replacement Program Greater Cleveland Regional OH 5,000,000 Brown (OH) Brown н Transit Authority Department of Transportation Transit Infrastructure Grants Lawrence County Transit Lawrence County Port Authority OH 2,500,000 Johnson (OH) Н Multimodal Parking Facility Construction Department of Transportation Transit Infrastructure Grants Willamette Shore Line Improve-Tri-County Metropolitan Trans-OR 2.000.000 Blumenauer н ments Phase II - Portland portation District of Oregon Tri-County Metropolitan Trans-5,000,000 Ronamici Department of Transportation Transit Infrastructure Grants Merlo Bus Garage Zero Emission OR н Retrofit portation District of Oregon Department of Transportation Transit Infrastructure Grants Fleet Fall Protection & Crane Lane Transit District OR 800.000 DeFazio Merkley, Wyden Н Project Department of Transportation Transit Infrastructure Grants Benton Area Transit Fleet Re-Oregon Department of Transpor-OR 1.512.000 DeFazio Merkley, Wyden н placement tation

Page 6 of 6

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023

| Metro | | Metro Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET | | | | |
|----------------------------------|--|---|------------------------|-----------|----------------|-------------|
| Lead Agency: TriMet | | | Project Type: | Transit | ODOT Key: | New - TBA |
| | | | Fiscal Constraint Cat: | Capital | MTIP ID: | New - TBA |
| Project Name: | have been a set of the set | 4 | ODOT Type | TBD | Status: | T22 |
| TriMet 82nd Ave MAX Station In | improvement Project | | Performance Meas: | Transit | Comp Date: | 12/31/2027 |
| | | | Capacity Enhancing: | No | RTP ID: | 11338 |
| Project Status: | | | Conformity Exempt: | Yes | CMP: | No |
| | agross or programmed in surrent MTID | | 30 Day Notice Begin: | 5/2/2023 | TCM: | No |
| 122 = Programming actions in pro | ogress or programmed in current MTIP | | 30 Day Notice End: | 5/31/2023 | TSMO Award | No |
| | | | Funding Source | Congress | TSMO Cycle | N/A |
| | | | Funding Type: | Dec 22 AA | RFFA ID: | No |
| | | | State Highway Route | N/A | RFFA Cycle: | N/A |
| | | | Mile Post Begin: | NA | UPWP: | No |
| Short Description: | this and construction for refurbishment of | | Mile Post End: | N/A | UPWP Cycle: | N/A |
| | tting, and construction for refurbishment of | | Length: | N/A | Past Amend: | 0 |
| | Iters and lighting, and new safety upgrades at | | Flex Transfer to FTA | No | Council Appr: | Yes |
| CAA2023) | added passenger safety (DEMO ID OR209, | | FTA Conversion Code: | N/A | Council Date: | 6/1/2023 |
| CAAZUZOJ | | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | | Years Active: | 0 | OTC Date | N/A |
| | | | STIP Amend #: TBD | | MTIP Amnd #: I | MY23-09-MAY |

Detailed Description: This project implements phase 1 of the rehabilitation recommended in TriMet's Blue Line Station Rehabilitation (BLSR) project. This project will make critical station improvements to TriMet's 82nd Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria. (FY23 Community Project Funding/Congressionally Directed Spending, DEMOID OR 209, CAA2023)

STIP Description: TBD

| | | | | | PROJEC | T FUNDING DETA | | | | | |
|------------------|----------------|------------|----------------------|------------|--------------------------|------------------------|------|-------------|----------------------|-----------|-----------|
| Fund Type | Fund Code | Year | Planning | | reliminary ngineering | Right of Way | | onstruction | Other (Workforce) | | Total |
| Federal Funds | s | | | | | | | | | | |
| HIPCPC23 | Y926 | 2023 | \$- | \$ | 532,924 | \$- | | | | \$ | 532,924 |
| HIPCPC23 | Y926 | 2023 | | | | | \$ | 2,467,076 | | \$ | 2,467,076 |
| Programming pha | ases in FFY 20 | 023 to sup | port TrAMS grant app | lication. | | | | | Federal Totals: | \$ | 3,000,000 |
| State Funds | | | | | | | | | | | |
| | | | | | | | | | | \$ | - |
| | | | | | | 1 | | | State Total: | \$ | - |
| | | | | | | | | | | | |
| Local Funds | | | | | | | | | | | |
| Local | Match | 2023 | \$- | \$ | 133,231 | \$- | | | | \$ | 133,231 |
| Other | OTH0 | 2023 | | \$ | 185,509 | | | | | \$ | 185,509 |
| Local | Match | 2023 | | | | | \$ | 616,769 | | \$ | 616,769 |
| Other | OTH0 | 2023 | | | | | \$ | 858,793 | | \$ | 858,793 |
| Note: FTA allows | deviation fro | om phase r | ninimum match requi | rements as | s long as the overa | all minimum match is r | met. | | Local Total | \$ | 1,794,302 |
| Phase Tota | als Before | Amend: | \$- | \$ | | \$- | \$ | | \$- | <u>\$</u> | |
| Phase To | tals After | Amend: | \$ - | \$ | 851,664 | \$ - | \$ | 3,942,638 | \$ - | \$ | 4,794,302 |
| | | | - | | | - | | | nate (all phases): | · · | 4,794,302 |
| | | | | | | | | • | ire Cost Amount: | | 4,794,302 |

| Last Amendment of Modification: | None Initial | nroject pro | gramming in the MTIP |
|---------------------------------|---------------|-------------|------------------------|
| Last Amenument of Mounication. | None. Initial | project pro | granning in the write. |

| Programming Summary Details | | | | | | | | | |
|---|----|-----|----|---------|----|-----|-----------------|---------|-----------------|
| Why project is short programmed: N/A. The project is not short programmed. | | | | | | | | | |
| Phase Change Amount: | \$ | - | \$ | 851,664 | \$ | - | \$ 3,942,638 | \$ - | \$ 4,794,302 |
| Phase Change Percent: | | 0% | | 100% | | 0% | 100% | 0.0% | 100.0% |
| Revised Match Federal: | \$ | - | \$ | 133,231 | \$ | - | \$ 616,769 | \$ - | \$ 750,000 |
| Revised Match Percent: | | N/A | | 20.0% | 1 | N/A | 20.0% | N/A | 20.0% |
| Note: The total project match is \$1,794,302 which equals a total TriMet match of 37.4% to the project. | | | | | | | | | |

| | | | Phase Obligation | ons and Expenditur | es Summary | | |
|---------|--|--------------------------|-----------------------|-------------------------|---|----------------------|-----------------------------|
| | ltem | Planning | PE | ROW | Construction | Other | |
| То | otal Funds Obligated: | | | | | | Federal Aid ID |
| Fede | eral Funds Obligated: | | | | | | |
| In | itial Obligation Date: | | | | | | Other Notes |
| | EA Number: | | | | | | |
| | EA Start Date: | | | | | | |
| | EA End Date: | | | | | | |
| K | Known Expenditures: | | | | | | |
| | | | | | | | |
| | | MT | TP Programming C | onsistency Check D | etails and Glossary | | |
| | | | | General Areas | | | |
| 1 | Phase funding fields: change has occurred | | ended funding or pro | oject details. Blue fon | t = amended changes to f | unding or project de | tails. Black font indicates |
| 2 | • | | | • | v project due to required meet the project's next f | | • |
| 3 | | ement project as app | roved in the Consolic | lated Appropriations | v project for TriMet to the Act of 2023 under the Co | | |
| 4 | MTIP Programming S Allocation memo, dra | | • | | Appropriations Act of 202 een TriMet and FTA. | 23 March 21,2023 Hi | ghway Infrastructure |
| Notific | ation and Comment Proc | cess: | | | | | |
| 5A | Was a 30 Public Noti | fication/Opportunity | to Comment Period | Required? Yes | | | |
| 5B | What were the 30 da | y Public Notification/ | Opportunity to Com | ment Start and end d | ates? May 2, 2023 to June | e 1, 2023 | |
| 5C | Was the Public Notif | ication/Opportunity t | o Comment period c | ompleted consistent | with the Metro Public Par | ticipation Plan? Yes | |
| 5D | Was the Public Notif | ication/Opportunity t | o Comment period i | ncluded on the Metro | website allowing email s | ubmissions as comm | nents? Yes |
| 5E | | | | | ummary provided to Metr n staff for review plus eva | | - |
| | Added clarifying note | es: The project title be | eing added as stated | for the earmark. The | project is considered a ca each applicable phase. Ho | apital improvement | type project which requir |

| Fiscal Constraint Consistency Check Areas | | | | | | | | |
|--|---|--|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? Yes, transit | | | | | | | |
| 2A Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project. | | | | | | | | |
| 2B | What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award. | | | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation. | | | | | | | |
| 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, per 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - 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. The project is a planning project. It 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? No. |
| 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 date12/6/2018 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? 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 nor does it exceed \$100 million dollars in cost. |

| | UPWP Consistency Check Areas |
|----|---|
| 1A | Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP. |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. |
| 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 - 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 |
|----------|---|
| HIPCPC23 | A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill and contained in the Consolidated Appropriations Act, 2023. |
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| Other | Additional agency local funds contributing to the project phase above the minimum match requirement. Often referred to as "Overmatch" funds. |





United States of America

proceedings and debates of the 117^{tb} congress, second session

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022 No. 198—Book III

Senate

OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPRO-PRIATIONS ACT, 2023

The following is an explanation of 2023

DIVISION L-TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RE-LATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-402 carries the same weight as language included in this joint explanatory

EXPLANATORY STATEMENT SUB- grammatic duplication identified by the an-MITTED BY MR. LEAHY, CHAIR nual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

TRANSPARENCY REQUIREMENT

the Consolidated Appropriations Act, Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or statement and should be complied with un-

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the The agreement directs the Secretary of United States or will advance a national security or economic interest.

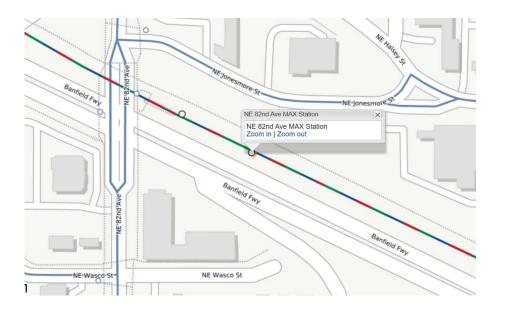
HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations

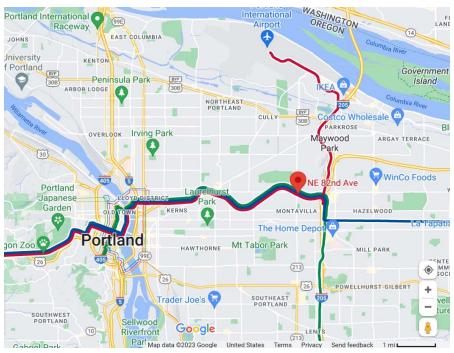
DEPARTMENT OF TRANSPORTATION—Continued

[Community Project Funding/Congressionally Directed Spending]

| Agency | Account | Project | State | Amount | Re | 0 | |
|--|---------------------------------|---|-------|-----------|------------|----------------|-------------|
| ABCIID | Peccon | riget | Julie | Ainoulit | House | Senate | Origination |
| Department of Transportation | Highway Infrastructure Programs | Construction of Arterial Road between Highway 11 and Highway 30 | OR | 1,500,000 | | Merkley, Wyden | S |
| Department of Transportation | Highway Infrastructure Programs | City of Carlton-West Main Street Revitalization | OR | 1,500,000 | | Merkley, Wyden | S |
| Department of Transportation Highway Infrastructure Programs | | 82nd Ave MAX Station Improvement Project Port- land, OR | OR | 3,000,000 | Blumenauer | | н |
| Department of Transportation Highway Infrastructure Programs | | NE Halsey Safety and Access to Transit Project — Port- land, OR | | 1,000,000 | Blumenauer | Merkley, Wyden | н |
| Department of Transportation Highway Infrastructure Programs | | Jordan Road to Sandy River Delta Multi-use Path, Co- lumbia River Gorge National Scenic Area — Mult- nomah County, OR | | 2,332,000 | Blumenauer | Merkley, Wyden | н |
| Department of Transportation Highway Infrastructure Programs | | 181st Ave Safety Improvements Project — Gresham, OR | | 3,178,686 | Blumenauer | Merkley, Wyden | н |
| Department of Transportation Highway Infrastructure Programs | | Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR | | 2,000,000 | Blumenauer | Merkley, Wyden | н |
| Department of Transportation | Highway Infrastructure Programs | Main Avenue/OR 104 Pedestrian Route | OR | 1,360,000 | Bonamici | | н |
| Department of Transportation | Highway Infrastructure Programs | Beaverton Downtown Loop | | 4,000,000 | Bonamici | Merkley, Wyden | н |
| Department of Transportation Highway Infrastructure Programs | | OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce | | 3,200,000 | Bonamici | Merkley, Wyden | н |
| Department of Transportation | Highway Infrastructure Programs | OR-18/OR-99W Corridor Safety and Intersection Im- provements | | 4,000,000 | Bonamici | Merkley, Wyden | н |
| Department of Transportation | Highway Infrastructure Programs | River Road—Santa Clara Pedestrian and Bicycle Bridge | OR | 6,000,000 | DeFazio | | н |







2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023

| Metro | Metro 2021-24 Metropolitan Transportation PROJECT AMENDMENT D | n Improv | | o) / | MTIP Formal Amendment ADD NEW PROJECT Add new approved earmark to the MTIP | | | |
|--------------------------------------|---|----------|------------------------|-----------|---|-------------|--|--|
| Lead Agency: TriMet | | | Project Type: | Transit | ODOT Key: | New - TBA | | |
| Project Name: | | | Fiscal Constraint Cat: | Capital | MTIP ID: | New - TBA | | |
| - | Canton | 5 | ODOT Type | TBD | Status: | T22 | | |
| TriMet Oregon City Transit | Center | | Performance Meas: | Transit | Comp Date: | 12/31/2027 | | |
| | | | Capacity Enhancing: | No | RTP ID: | 11338 | | |
| Draiast Status | | | Conformity Exempt: | Yes | CMP: | No | | |
| Project Status: | rogress or programmed in current MTIP | | 30 Day Notice Begin: | 5/2/2023 | TCM: | No | | |
| 122 – Programming actions in pro | | | 30 Day Notice End: | 5/31/2023 | TSMO Award | No | | |
| | | | Funding Source | Congress | TSMO Cycle | N/A | | |
| | | | Funding Type: | Dec 22 AA | RFFA ID: | No | | |
| | | | State Highway Route | N/A | RFFA Cycle: | N/A | | |
| | | | Mile Post Begin: | NA | UPWP: | No | | |
| Short Description: | | | Mile Post End: | N/A | UPWP Cycle: | N/A | | |
| This project includes acquisition of | property, design and planning, sitework, | | Length: | N/A | Past Amend: | 0 | | |
| construction and renovation of fac | ilities at the Oregon City Transit Center for | | Flex Transfer to FTA | No | Council Appr: | Yes | | |
| improved transit operations (ID# 2 | 023-CMPJ-095) | | FTA Conversion Code: | N/A | Council Date: | 6/1/2023 | | |
| | | | 1st Year Program'd: | 2023 | OTC Approval: | No | | |
| | | | Years Active: | 0 | OTC Date | N/A | | |
| | | | STIP Amend #: TBD | | MTIP Amnd #: I | MY23-09-MAY | | |

Detailed Description: The project will expand and retrofit the existing transit center to add bus layover facilities, improved amenities for bus operators to address the bus operator shortage, and make lighting and stop improvements to address transit rider needs. These improvements are necessary to expand bus service in Clackamas County. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022)

STIP Description: TBD

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

| | | | | | PROJEC | T FUNE | DING DETA | LS | | | | | |
|-------------------|----------------|-------------|----------------------|----------|--------------------------|-----------|-----------|---------------|------------------|----------------------|--------------|-----------|-----------|
| Fund Type | Fund Code | Year | Planning | | reliminary ngineering | Righ | t of Way | Construction | | Other (Workforce) | | | Total |
| Federal Funds | 5 | | | | | | | | | | | | |
| CPFCDS22 | Y926 | 2023 | | \$ | 387,568 | \$ | - | | | | | \$ | 387,56 |
| CPFCDS22 | Y926 | 2023 | | | | \$ | 1,478,957 | | | | | \$ | 1,478,95 |
| CPFCDS22 | Y926 | 2023 | | | | | | \$ | 2,951,247 | | | \$ | 2,951,24 |
| CPFCDS22 | Y926 | 2023 | | | | | | | | \$ | 182,228 | \$ | 182,22 |
| Programming pha | ises in FFY 20 | 023 to supp | ort TrAMS grant appl | ication. | | | | | | Fed | eral Totals: | \$ | 5,000,00 |
| | | | | | | | | | | | | | |
| State Funds | | | | | | | | | | | | | |
| TriMet STIF | Match | 2023 | | \$ | 96,892 | | | | | | | \$ | 96,893 |
| STIF Overmatch | ОТНО | 2023 | | \$ | 170,530 | | | | | | | \$ | 170,53 |
| TriMet STIF | Match | 2023 | | | | \$ | 369,739 | | | | | \$ | 369,73 |
| STIF Overmatch | ОТНО | 2023 | | | | \$ | 650,741 | | | | | \$ | 650,74 |
| TriMet STIF | Match | 2023 | | | | | | \$ | 737,812 | | | \$ | 737,81 |
| STIF Overmatch | ОТНО | 2023 | | | | | | \$ | 1,298,548 | | | \$ | 1,298,54 |
| TriMet STIF | Match | 2023 | | | | | | | | \$ | 45,557 | \$ | 45,55 |
| STIF Overmatch | ОТНО | 2023 | | | | | | | | \$ | 80,181 | \$ | 80,183 |
| | | | | | | | | | | | State Total: | \$ | 3,450,000 |
| Local Funds | | | | | | | | | | | | | |
| | | | | | | | | | | | | \$ | - |
| | | | | | | 1 | | I | | Lo | ocal Total | \$ | - |
| Phase Tota | als Before | Amend: | \$ - | \$ | | <u>\$</u> | | \$ | | <u>\$</u> | | <u>\$</u> | |
| | tals After | | • | \$ | 654,990 | | 2,499,437 | \$ | 4,987,607 | \$ | 307,966 | \$ | 8,450,00 |
| | | | - | | | | | | oject Cost Estir | | - | | 8,450,00 |
| | | | | | | | | | ar of Expenditu | | | | 8,450,00 |

| | | | Program | min | g Summary Det | ails | | | | |
|---|--|-------------|--------------------|-------|--------------------|-------|--|------|------------------|---|
| y project is short programm | ed: N/A. The pr | oject is no | t short program | mec | J. | | | | | |
| Phase Change Amount: | \$ | - \$ | 654,990 | \$ | 2,499,437 | \$ | 4,987,607 | \$ | 307,966 | \$ 8,450,00 |
| Phase Change Percent: | 0% | | 100% | | 100% | | 100% | | 100.0% | 100.0% |
| Revised Match Federal: | \$ | - \$ | 96,892 | \$ | 369,739 | \$ | 737,812 | \$ | 45,557 | \$ 1,250,00 |
| Revised Match Percent: | N/A | | 20.0% | | 20.0% | | 20.0% | | 20.0% | 20.0% |
| Note: | | ì | | | | | | | | |
| | | | Phase Obligatio | ns ar | nd Expenditure | s Sur | nmary | | | |
| ltem | Planning | | PE | 13 מו | ROW | | Construction | | Other | |
| Total Funds Obligated | | | | | NOW | | construction | | Other | Federal Aid ID |
| Federal Funds Obligated | | | | | | | | | | reacial Ala ID |
| Initial Obligation Date | | | | | | | | | | Other Notes |
| EA Number | | | | | | | | | | Fund obligation process |
| EA Start Date | | | | | | | | | | be through FTA TrAMS |
| EA End Date | | | | | | | | | | grant approval process |
| Known Expenditures | | | | | | | | | | 8 opp p |
| | • | | | | | | | | | |
| | | MTIP F | Programming Co | nsist | tency Check De | tails | and Glossary | | | |
| | | | | | eral Areas | | ,, | | | |
| Phase funding fiel 1 change has occuri | | ior amende | ed funding or proj | ect d | letails. Blue font | = am | ended changes to f | und | ing or project o | letails. Black font indicates no |
| 2 . | | | | | | • • | | | | ions involving the MTIP and livery step. |
| | STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step. This amendment to the MTIP completes what action: The amendment adds the new project for TriMet to the MTIP with approved earmark for the Oregon Coty Transit Center redesign project as approved in the Consolidated Appropriations Act of 2023 under the Community Project Funding/Congressional Directed Spending section. | | | | | | | | | |
| - | | - | | | | | priations Act of 20 n TriMet and FTA. | 23 D | ecember 22,20 | 022, December 22, 2022 |

| Public Notifica | ation 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? May 2, 2023 to June 1, 2023 |
| 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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |
| 6 | Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023. |

| | Fiscal Constraint Consistency Check Areas | | | | | | |
|----|---|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? Yes, transit | | | | | | |
| 2A | Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project. | | | | | | |
| 2B | What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award. | | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation. | | | | | | |
| 2D | Was overall fiscal constraint demonstrated? Yes. | | | | | | |

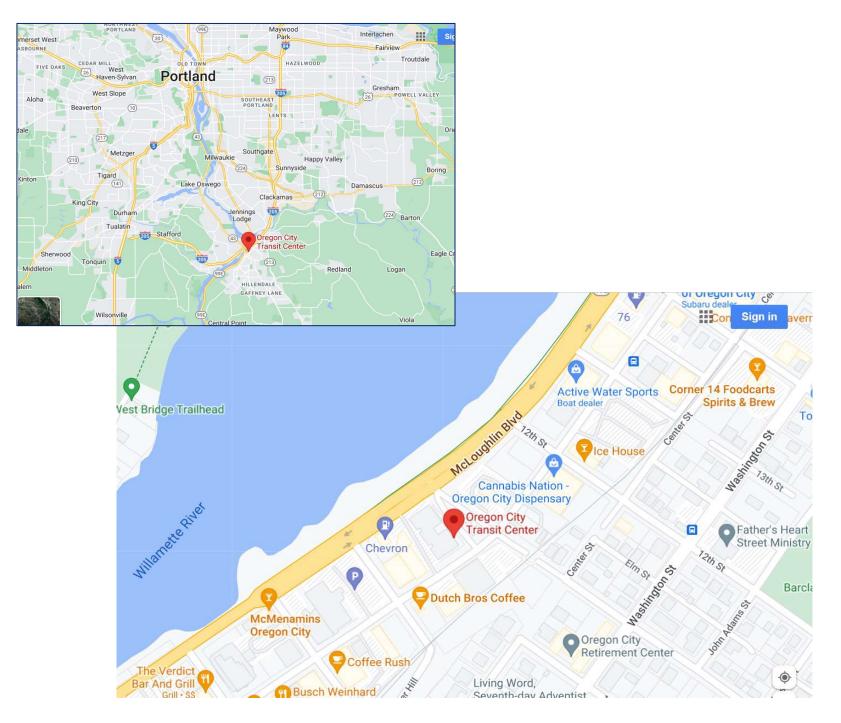
| | RTP Consistency Check Areas | | | | | | | |
|----|---|--|--|--|--|--|--|--|
| 1A | RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2 | | | | | | | |
| 1B | RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth. | | | | | | | |
| 2A | Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 | | | | | | | |
| 2B | What is the exception category per the regulation: Table 2 - 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. The project is a planning project. It 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? No. | | | | | | | |
| 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 date12/6/2018 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? 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 Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or |
| 5 | greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. |

| | UPWP Consistency Check Areas | | | | | | | |
|----|---|--|--|--|--|--|--|--|
| 1A | Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP. | | | | | | | |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. | | | | | | | |
| 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 - 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 | | | | | | |
|----------|--|--|--|--|--|--|--|
| | A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCDS22 = Community Project | | | | | | |
| CPFCDS22 | Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill | | | | | | |
| | that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%. | | | | | | |
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds | | | | | | |



| | FEDERAL TRANSIT ADMINISTRATION | | | | | | | | | | | |
|-------|---|---------------|---|-------------|--|--|--|--|--|--|--|--|
| | TABLE 20 | | | | | | | | | | | |
| F | FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending | | | | | | | | | | | |
| | The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 (Pub. L. 117-402, Dec. 30, 2022). | | | | | | | | | | | |
| State | Recipient | Project ID | Project Description | Amount | | | | | | | | |
| OR | Tri-County Metropolitan Transportation District of Oregon | 2023-CMPJ-094 | Merlo Bus Garage Zero Emission Retrofit | \$5,000,000 | | | | | | | | |
| OR | Tri-County Metropolitan Transportation District of Oregon | 2023-CMPJ-095 | Oregon City Transit Center | \$5,000,000 | | | | | | | | |
| OR | Tri-County Metropolitan Transportation District of Oregon | 2023-CMPJ-096 | Willamette Shore line Improvements Phase II - Portland | \$2,000,000 | | | | | | | | |





United States of America

proceedings and debates of the 117^{tb} congress, second session

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198-Book III

Senate

EXPLANATORY STATEMENT SUB- grammatic duplication identified by the an-MITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON REGARDING APPROPRIATIONS. H.R. 2617, CONSOLIDATED APPRO-PRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, Transportation to follow recommendations 2023

DIVISION L-TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RE-LATED AGENCIES APPROPRIATIONS ACT, 2023

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nual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further reduplication and legislative recduce ommendations, if applicable.

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act to state within the text, audio, or video used for new advertising purposes, including advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer from the DOT advisory committee on human

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

HUMAN TRAFFICKING

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's [FTA] 5307 program and the Federal Aviation Administration's [FAA] airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations

| lepartment of Transportation | Transit Infrastructure Grants | Oregon City Transit Center | Tri-County Metropolitan Trans- portation District of Oregon | OR | 5,000,000 | Schrader | | н |
|------------------------------|-------------------------------|---|--|----|--------------------|----------------------|----------------|---|
| Department of Transportation | Transit Infrastructure Grants | South Salem Mobility as a Serv- ice (MaaS) Transit Facility | Salem Area Mass Transit Dis- trict | OR | 2,560,000 | Schrader | Merkley, Wyden | Н |
| Department of Transportation | Transit Infrastructure Grants | Station Square Station Improve- ment Project | Port Authority of Allegheny County | PA | 5,000,000 | Doyle, Michael F. | Casey | н |
| Department of Transportation | Transit Infrastructure Grants | Bus Replacement | Amtran | PA | 900,000 | Joyce (PA) | | н |
| Department of Transportation | Transit Infrastructure Grants | Bus Replacement | Cambria County Transit Author- ity (CamTran) | PA | 2,284,000 | Joyce (PA) | | H |
| Department of Transportation | Transit Infrastructure Grants | RIPTA—Bus Replacement | Rhode Island Public Transit Au- thority | RI | 2,500,000 | | Reed | S |
| Department of Transportation | Transit Infrastructure Grants | Intermodal Transit Hub at UT Dallas Station for DART Silver Line | Dallas Area Rapid Transit (DART) | ΤХ | 2,500,000 | Allred | | H |
| Department of Transportation | Transit Infrastructure Grants | Supervisory Control and Data Acquisition System Upgrade Project | Dallas Area Rapid Transit (DART) | тх | 2,820,800 | Allred | | Н |
| Department of Transportation | Transit Infrastructure Grants | Charging Infrastructure for the Transition to a Zero-Emis- sions Public Transportation Fleet | Capital Metropolitan Transpor- tation Authority | TX | 4,169,920 | Doggett | | н |
| Department of Transportation | Transit Infrastructure Grants | Westheimer BCOST Bus Stop Improvements | Metropolitan Transit Authority of Harris County (METRO) | TX | 5,000,000 | Fletcher | | н |
| Department of Transportation | Transit Infrastructure Grants | Missouri City Park & Ride | Metropolitan Transit Authority of Harris County (METRO) | TX | 5,00 0 ,000 | Green (TX) | | н |
| Department of Transportation | Transit Infrastructure Grants | East Dallas Bus & Maintenance Facility Renovation | Dallas Area Rapid Transit (DART) | TX | 2,927,000 | Johnson (TX) | | н |

2021-2024 MTIP Formal Amendment - Exhibit A

May 2023 Formal Amendment for FFY 2023 - Amendment Number MY23-09-MAY

Summary Reason for Change: The new Consolidated Appropriations Act of 2023 designated earmark is being added to the tip and STIP to allow TrAMS obligation/grant approval to occur before the end of FFY 2023

| Metro | Metro 2021-24 Metropolitan Transportation PROJECT AMENDMENT D | • | • |) | ADD | Formal Amen D NEW PROJ w approved ear the MTIP | ECT | | |
|--|---|-------------------|------------------------|-----------|------------|---|----------------------|--|--|
| Lead Agency: TriMet | | | Project Type: | Transit | | ODOT Key: | New - TBA | | |
| Project Name: | | | Fiscal Constraint Cat: | Capital | | MTIP ID: | New - TBA | | |
| | | 6 | ODOT Type | TBD | | Status: | T22 | | |
| willamette Shore Line Rall a | | Performance Meas: | Transit | | Comp Date: | 12/31/2027 | | | |
| | | | Capacity Enhancing: | No | | RTP ID: | 11338 | | |
| Project Status | | | Conformity Exempt: | Yes | | CMP: | No | | |
| Willamette Shore Line Rail & Trestle Repair Project Status: T22 = Programming actions in progress or programmed Short Description: The WSL improvements will upgrade the South Miles Sta | ming actions in progress or programmed in current MTIP | | 30 Day Notice Begin: | 5/2/2023 | | TCM: | No | | |
| | | | 30 Day Notice End: | 6/1/2023 | | TSMO Award | No | | |
| | | | Funding Source | Congress | | TSMO Cycle | N/A | | |
| | | | Funding Type: | Dec 22 AA | | RFFA ID: | No | | |
| | | | State Highway Route | N/A | | RFFA Cycle: | N/A | | |
| Short Description: | | | Mile Post Begin: | NA | | UPWP: | No | | |
| - | a the South Miles Street crossing, replace | | Mile Post End: | N/A | | UPWP Cycle: | WP: No Cycle: N/A | | |
| | sociated with geotech exploration and | | Length: | N/A | | Past Amend: | 0 | | |
| | rovements along with routine maintenance | | Flex Transfer to FTA | No | | Council Appr: | Yes | | |
| (ID# 2023-CMPJ-096) | | | FTA Conversion Code: | N/A | | Council Date: | 6/1/2023 | | |
| | | | 1st Year Program'd: | 2023 | | OTC Approval: | No | | |
| | | | Years Active: | 0 | | OTC Date | N/A | | |
| | | | STIP Amend #: TBD | | | MTIP Amnd #: I | MY23-09-MAY | | |

Detailed Description: The WSL is a 5.5 mile railroad corridor that supports continued rail operations from Lake Oswego to Portland South Waterfront by trolleys. The project consists of two phases. Phase II will upgrade the S Miles St. crossing, replace Jones trestle, conduct mitigation associated with geotech exploration, and miscellaneous trestle and track improvements and routine maintenance. (FY23 Community Project Funding/Congressionally Directed Spending, CAA2023, Table 20, December 20, 2022) (Follow-on earmark to Key 22666)

STIP Description: TBD

| | | | | | 5 | | | | | | |
|-------------------|--------------|------------|----------------------|---------------|--------------------------|----------------|---------------|------------------|----------------------|-----------|-----------|
| | | | | | PROJEC | T FUNDING DETA | ILS | | | | |
| Fund Type | Fund Code | Year | Planning | | reliminary ngineering | Right of Way | Со | nstruction | Other (Workforce) | | Total |
| Federal Funds | | | | | | | | | | | |
| CPFCDS22 | Y926 | 2023 | | \$ | 539,238 | | | | | \$ | 539,238 |
| CPFCDS22 | Y926 | 2023 | | | | | \$ | 1,460,762 | | \$ | 1,460,762 |
| Programming phas | es in FFY 20 | 023 to sup | port TrAMS grant app | lication. | | | | | Federal Totals: | \$ | 2,000,000 |
| State Funds | | | | | | | | | | | |
| | | | | | | | | | | \$ | - |
| | | | | | | | | | State Total: | \$ | - |
| | | | | | | | | | | | |
| Local Funds | | | | | | | | | | | |
| Local | Match | 2023 | \$- | \$ | 134,810 | | | | | \$ | 134,810 |
| Local | Match | 2023 | | | | | \$ | 365,191 | | \$ | 365,191 |
| Note: Local funds | are TriMet | General F | unds | | | | | | Local Total | \$ | 500,001 |
| Phase Tota | ls Before | Amend: | \$- | \$ | | \$- | \$ | | \$- | \$ | |
| Phase Tot | als After | Amend: | \$- | \$ | 674,048 | \$- | \$ | 1,825,953 | \$ - | \$ | 2,500,001 |
| | | | | | | | Total Pr | oject Cost Estii | nate (all phases): | \$ | 2,500,001 |
| | | | | | | | Ye | ar of Expendit | ure Cost Amount: | \$ | 2,500,001 |

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

| | | | Program | ming S | ummary D | etails | | | | | |
|--|---------------------|---------------|-----------------|----------|-----------------|----------|--------------------|-------|---------------|----------------|------------------|
| y project is short programme | d: N/A. The proj | ect is not sh | nort program | med. | | | | | | | |
| Phase Change Amount: | \$- | \$ | 674,048 | \$ | - | \$ | 1,825,953 | \$ | - | \$ | 2,500,00 |
| Phase Change Percent: | 0% | | 100% | | 0% | | 100% | | 0.0% | | 100.0% |
| Revised Match Federal: | \$- | \$ | 134,810 | \$ | - | \$ | 365,191 | \$ | - | \$ | 500,0 |
| Revised Match Percent: | N/A | 2 | 20.0% | | N/A | | 20.0% | | N/A | | 20.0% |
| Note: | | | | | | | | | | | |
| | | Pha | ase Obligatior | is and | - Expenditur | es Sun | ımarv | | | | |
| ltem | Planning | | PE | | ROW | | Construction | | Other | | |
| Total Funds Obligated: | | | | | | | | | | Fed | leral Aid ID |
| Federal Funds Obligated: | | | | | | | | | | | |
| Initial Obligation Date: | | | | | | | | | | Ot | her Notes |
| EA Number: | | | | | | | | | | Fund oblig | ation process |
| EA Start Date: | | | | | | | | | | be throu | ugh FTA TrAMS |
| EA End Date: | | | | | | | | | | grant ap | proval proces |
| Known Expenditures: | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | MTIP Prog | gramming Co | | - | etails a | and Glossary | | | | |
| | | | | | l Areas | | | | | | 6 h |
| Phase funding field change has occurre | | amended fo | unding or proje | ect deta | ils. Blue for | it = ame | ended changes to f | undi | ng or project | details. Black | font indicates n |
| 2 Amendment Purpo STIP, or complete r | | | | | | | • | | | | g the MTIP and |
| This amendment to 3 Shore Line Improve Funding/Congressi | ements - Phase II e | armark proje | ect as approve | | | • • | | | | | |
| 4 MTIP Programming Congressional Reco | | • | | | | • • • | | 23 De | ecember 22,2 | 022, Decembe | er 22, 2022 |

| Public Notifica | ation 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? May 2, 2023 to June 1, 2023 |
| 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? Not anticipated. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |
| 6 | Added clarifying notes: The project title being added as stated for the earmark. The project is considered a capital improvement type project which requires individual phase programming reflecting the estimated required funding needed in each applicable phase. However, TriMet will obligate the entire award through the FTA TrAMS system all at the same time. This results in the phase programming being shown all in FFY 2023. |

| | Fiscal Constraint Consistency Check Areas | | | | | | | |
|----|---|--|--|--|--|--|--|--|
| 1 | Will Performance Measurements Apply? Yes, transit | | | | | | | |
| 2A | Does the amendment include fiscal updates? Yes. The project includes a new Congressionally Directed Spending earmark for the project. | | | | | | | |
| 2B | What is the funding source for the project? December FFY 2022 Appropriations Bill. The earmark is identified in the Community Project Funding section as an approved Congressionally Directed Spending award. | | | | | | | |
| 2C | Was the Proof-of Funding requirement satisfied and how? The CDS award list has been included as proof-of-funding validation. | | | | | | | |
| 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, per 40 CFR 93.126, Table 2 |
| 2B | What is the exception category per the regulation: Table 2 - 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. The project is a planning project. It 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? No. |
| 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 date12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |

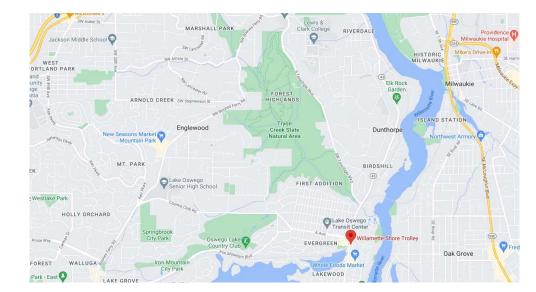
| 4 | What RTP Goal(s) does the project support? Goal #10 - Fiscal Stewardship Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project |
|---|--|
| | construction and maintenance costs and eliminate maintenance 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 nor does it exceed \$100 million dollars in cost. |

| | UPWP Consistency Check Areas |
|----|---|
| 1A | Does the MTIP action also require an UPWP amendment: No. The project is not part of the approved UPWP. |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. |
| 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 |

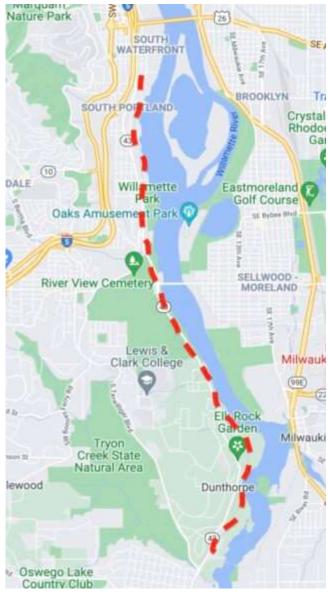
| | Other Review Areas | | | | | | | |
|----|---|--|--|--|--|--|--|--|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable | | | | | | | |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, 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 | | | | | | | |

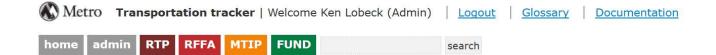
| | Fund Type Codes References | | | | | | | |
|----------|--|--|--|--|--|--|--|--|
| | A programmatic fund type code used to identify federal earmarks approved within the December 2022 Appropriations Bill. CPFCDS22 = Community Project | | | | | | | |
| CPFCDS22 | Funding/Congressionally Directed Spending 2022 approval year. The Community Project Funding is the specific funding section within the appropriations bill | | | | | | | |
| | that contains the transit approved earmarks. The federal share is 80% with a minimum match requirement of 20%. | | | | | | | |
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds | | | | | | | |

| | F | EDERAL TRA | NSIT ADMINISTRATION | | |
|-------|---|-----------------|---|------------|--|
| | | 2 | TABLE 20 | | |
| F | Y2023 Transit Infrastructu | ire Grants-Comm | unity Project Funding/Congressionally Directe | d Spending | |
| | | | vailable for the purposes, and in the amounts, sp ated Appropriations Act, 2023 (Pub. L. 117-402 | | |
| State | Recipient | Project ID | Project Description | Amount | |
| OR | Tri-County Metropolitan Transportation District of Oregon | 2023-CMPJ-094 | Merlo Bus Garage Zero Emission Retrofit | \$5,000,0 | |
| | | | | | |
| OR | Tri-County Metropolitan Transportation District of Oregon | 2023-CMPJ-095 | Oregon City Transit Center | \$5,000,0 | |









programming ODOT Key: 22666 | MTIP ID: 71275

Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet) - Cycle 2021-26

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|----------------------------|------|---------------------------------|-------------------------|------------------------|------------------------|-------------|---|
| Preliminary engineering | 2022 | | <mark>\$599,976</mark> | <mark>\$</mark> 0 | <mark>\$120,024</mark> | \$720,000 | al mtip \$720,000 □ \$720,000 □ \$720,000 □ \$720,000 □ \$680,000 □ |
| | 2019 | 5339(b) Bus & Bus Facilities | <mark>\$</mark> 599,976 | \$0 | \$120,024 | \$720,000 | |
| Construction | 2023 | | \$1,400,024 | \$0 | \$279,976 | \$1,680,000 | |
| | 2019 | 5339(b) Bus & Bus Facilities | \$1,400,024 | \$0 | \$279,976 | \$1,680,000 | |
| Totals >> | | | \$2,000,000 | \$0 | \$400,000 | \$2,400,000 | |



Vol. 168

3

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198-Book III

Senate

MITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS. REGARDING H.R. 2617, CONSOLIDATED APPRO-PRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023

DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RE-LATED AGENCIES APPROPRIATIONS ACT, 2023

CONGRESSIONAL DIRECTIVES The joint explanatory statement accom-

panying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Re-port 117-402 carries the same weight as language included in this joint explanatory statement and should be complied with un-

EXPLANATORY STATEMENT SUB-MITTED BY MR LEAHY CHAIR nual Government Accountability Office [GAO] reports along with legal barriers preventing the agency's ability to further re-duce duplication and legislative rec-ommendations, if applicable.

TRANSPARENCY REQUIREMENT The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall re-lightning initiative. The agreement encour-port to the House and Senate Committees on ages prioritizing grants from the Federal Appropriations within 90 days of the enact-

advertising/posting on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer from the DOT advisory committee on human

FEDERALLY FUNDED RESEARCH

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national se-curity or economic interest. HUMAN TRAFFICKING

The agreement encourages the DOT to con-

tinue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue Transit Administration's [FTA] 5307 program Appropriations and the Federal Aviation Autimission and the Federal Aviation Autimission and the Federal Aviation Autimission for an art to state within the text, audio, or video state within the text, audio, or video state within the text, audio or video state within the text and the federal Aviation Autimission for the state of the state o areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendation

| Agency | Account | Project | Designet | State | | Reque | stor(s) | 0 |
|------------------------------|-------------------------------|---|--|-------|-----------|--------------------------|---|------------|
| Agency | ACCOURT | Project | Recipient | 21916 | Amount | House | Caro- Brown Brown () Brown () Brown | Originatio |
| Department of Transportation | Transit Infrastructure Grants | Long Island Rail Road Hunterspoint Station Reha- bilitation Project | Metropolitan Transportation Au- thority | NY | 5,000,000 | Maloney, Caro- lyn B. | | н |
| Department of Transportation | Transit Infrastructure Grants | Long Island Rail Road (LIRR) Forest Hills Platform Exten- sions & Elevators Project | Metropolitan Transportation Au- thority | NY | 7,000,000 | Meng | | н |
| Department of Transportation | Transit Infrastructure Grants | EZConnect One-Call Center | Stark Area Regional Transit Au- thority | ОН | 1,250,000 | | Brown | S |
| Department of Transportation | Transit Infrastructure Grants | Rickenbacker Area Mobility Cen- ter | Central Ohio Transit Authority | ОН | 3,000,000 | Beatty | Brown | н |
| Department of Transportation | Transit Infrastructure Grants | Rail Car Replacement Program | Greater Cleveland Regional Transit Authority | ОН | 5,000,000 | Brown (OH) | Brown | н |
| Department of Transportation | Transit Infrastructure Grants | Lawrence County Transit Multimodal Parking Facility Construction | Lawrence County Port Authority | OH | 2,500,000 | Johnson (OH) | | н |
| Department of Transportation | Transit Infrastructure Grants | Willamette Shore Line Improve- ments Phase II — Portland | Tri-County Metropolitan Trans- portation District of Oregon | OR | 2,000,000 | Blumenauer | | H |
| Department of Transportation | Transit Infrastructure Grants | Merlo Bus Garage Zero Emission Retrofit | Tri-County Metropolitan Trans- portation District of Oregon | OR | 5,000,000 | Bonamici | | н |
| Department of Transportation | Transit Infrastructure Grants | Fleet Fall Protection & Crane Project | Lane Transit District | OR | 800,000 | DeFazio | Merkley, Wyden | н |
| Department of Transportation | Transit Infrastructure Grants | Benton Area Transit Fleet Re- placement | Oregon Department of Transpor- tation | OR | 1,512,000 | DeFazio | Merkley, Wyden | Н |

DEPARTMENT OF TRANSPORTATION----Continued

[Community Project Funding/Congressionally Directed Spending]

S9402

CONGRESSIONAL RECORD - SENATE