



Metro is in receipt of the 2024-27 MTIP February FFY 2024 Formal Amendment Bundle for Resolution 24-53XX

Amendment Purpose Statement for Resolution 24-53XX (Amendment Number FB24-05-FEB)

FOR THE PURPOSE OF ADDING OR AMENDING SEVEN PROJECTS IN THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

Public Notification Comment Opportunities for the January FFY 2024 Formal MTIP Amendment for Resolution 24-53XX

The public review period for this project amendment is **1/30/2024** and concludes on **2/28/2024**, at 5:00 pm. Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.

February FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: FB24-05-FEB

The February Federal Fiscal Year 2024 Formal MTIP Amendment adds or amends seven projects for various reasons to meet federal transportation delivery requirements. A summary of the changes includes the following:

- **Key 22551 - US26 - SE Powell Blvd & SE 36th Ave (ODOT)**: The formal amendment completes cost increases to PE, ROW, and Construction phase revised estimates.
- **Key 22322 - Oregon Transportation Network - TriMet FFY23 (ODOT)**: The formal amendment decreases the authorized funding in this project grouping bucket (PGB) per the direction of the Public Transit Division.
- **Key 23541 - Oregon Transportation Network - Ride Connection (ODOT)**: The formal amendment adds the new ODOT Public Transit Division project grouping bucket (PGB) to support regional rideshare activities.
- **Key NEW - TriMet Line 33 Traffic Signal Priority Upgrade (TriMet)**: The formal amendment adds the new traffic signal priority upgrade project with Metro awarded Carbon funds to the MTIP.
- **Key 23580 - 82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave (TriMet)**: The formal amendment adds the new project development project activity for the 82nd Ave Bus Rapid Transit (BRT) project. Metro also has a partnering project supporting TriMet which is proceeding through the approval process as part of the January 2024 Formal Amendment bundle.
- **Key 23189 - Enhanced Seniors Mobility/Individuals w/Disabilities (2026) (TriMet)**: The formal amendment adjusts the formula FTA Section 5310 funds and adds local overmatch to the project for needs in FFY 2026.
- **Key 23203 - Enhanced Seniors Mobility/Individuals w/Disabilities (2027) (TriMet)**: The formal amendment adjusts the formula FTA Section 5310 funds and adds local overmatch to the project for needs in FFY 2027.

The Exhibit A Tables starting on the next provide a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-53XX

February FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: FB24-05-FEB

Total Number of Projects: 7

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancelations: No cancelations or removals from the MTIP as part of the February 2024 Formal Amendment				
None				
Category: Amendments to ODOT Funded and Managed Projects				
(#1) ODOT Key # 22551 MTIP ID 71266	ODOT	US26: SE Powell Blvd & SE 36th Ave	Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.	<u>COST INCREASE:</u> The formal amendment adds state HB2017 funds to support PE, ROW, and construction phase cost increases. The cost increase is \$782k to project which is a 104% increase. The increase is above the 50% cost increase threshold for administrative actions.
(#2) ODOT Key # 22322 MTIP ID 71228	ODOT	Oregon Transportation Network - TriMet FFY23	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	<u>FUNDING DECREASE:</u> The eligible State STBG is reduced. The STBG reduction totals \$2,461,508. The ODOT Public Transit Division stated this is required to match FTA allocation/grant amount. The net programming change is 59% which exceeds the 30% cost change administrative threshold for transit projects. The amendment includes the assumption the final awarded funding will be flex transferred to FTA.

<p>(#3) ODOT Key # 23541 MTIP ID New – TBD <i>New Project</i></p>	<p>ODOT</p>	<p>Oregon Transportation Network - Ride Connection</p>	<p>Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.</p>	<p><u>ADD NEW PROJECT</u> The formal MTIP amendment adds the new ODOT Public Transit Division project grouping bucket (PGB) to support regional rideshare activities. The STBG funds will be transferred to FTA program 5310 for delivery.</p>
<p>TriMet Project Amendments</p>				
<p>(#4) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>TriMet Line 33 Traffic Signal Priority Upgrade</p>	<p>Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service</p>	<p><u>ADD NEW PROJECT:</u> The formal adds the new Transit Signal Priority (TSP) upgrade project awarded with Metro Carbon Reduction Program (CRP) funds. The CRP funds will be flex transferred to FTA.</p>
<p>(#5) ODOT Key # 23580 MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave</p>	<p>Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant</p>	<p><u>ADD NEW PROJECT</u> The formal amendment adds the new 82nd Ave Bus Rapid Transit (BRT) project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant.</p>
<p>(#6) ODOT Key # 22189 MTIP ID 71318</p>	<p>TriMet</p>	<p>Enhanced Seniors Mobility/Individuals w/Disabilities (2026)</p>	<p>Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2026</p>	<p><u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2026</p>

(#7) ODOT Key # 23203 MTIP ID 71319	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2027.	<u>ADD FUNDS:</u> Update FTA based 5310 formula fund annual estimates and add overmatch to the project in FFY 2027
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Proposed Amendment Review and Approval Steps:

- Wednesday, January 30, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, February 2, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, February 15, 2024: JPACT meeting.
- Thursday, February 28, 2024: End 30-day Public Comment period.
- Thursday, March 7, 2024: Final approval from Metro Council anticipated.
- Early to mid-April 2024: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COST INCREASE
 Add HB2017 State funds to PE,
 ROW, and Construction

Project #1

Project Details Summary							
ODOT Key #	22551	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	71266	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0725	

Summary of Amendment Changes Occurring:
 The formal amendment adds state HB2017 funds to support PE, ROW, and construction phases cost increases. The cost increase is \$782k to project which is a 104% increase. The increase is above the 50% cost increase threshold for administrative actions. The cost increase is based on the Design Acceptability Package (DAP) which provides the critical milestone in the decision-making process. It establishes the geometric boundaries of the project footprint, provides the basis for conducting NEPA studies, identifies any right of way that may be needed and provides for a more reliable update to the project scope, schedule, and budget.

Project Name:	US26: SE Powell Blvd & SE 36th Ave						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:
 Design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road Safety Audit determining location will merit by adding traffic signal at location.

MTIP Detailed Description (Internal Metro use only):
 In SE Portland on US26 (SE Powell Blvd) at approximately SE 36th Ave (MP 2.70 to ~~MP 2.70~~) (**MP 2.70 to MP 2.77**), design and construct a Rectangular Rapid Flashing Beacon (RRFP) traffic signal to increase pedestrian safety (Exempt - Table 2, Safety, RTP ID 12095)

STIP Description:
 Design and construct a flashing light traffic signal to increase pedestrian safety. This location was part of the ODOT Inner Powell Road safety audit.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Systems Management, ITS, and Operations
ODOT Work Type:	OP-SSI		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2022		\$ 175,000					\$ -
HB2017	S070	2022		\$ 454,163					\$ 454,163
HB2017	S070	2023			\$ 90,000				\$ -
HB2017	S070	2023			\$ 99,629				\$ 99,629
HB2017	S070	2024					\$ 485,000		\$ -
HB2017	S070	2024					\$ 978,902		\$ 978,902
									\$ -
State Totals:			\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 175,000	\$ 90,000	\$ -	\$ 485,000	\$ -	\$ 750,000
Amended Programming Totals	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694
Total Estimated Project Cost							\$ 1,532,694
Total Cost in Year of Expenditure:							\$ 1,532,694
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 279,163	\$ 9,629	\$ -	\$ 493,902	\$ -	\$ 782,694
Phase Change Percent:	0.0%	159.5%	10.7%	0.0%	101.8%	0.0%	104.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 978,902	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 454,163	\$ 99,629	\$ -	\$ 978,902	\$ -	\$ 1,532,694
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	29.6%	6.5%	0.0%	63.9%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.6%	6.5%	0.0%	63.9%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 454,163	\$ 99,629				Aid ID
Federal Funds Obligated:		\$ -	\$ -				S026(169)
EA Number:		PE003389	R9940000				FHWA or FTA
Initial Obligation Date:		3/22/2022	8/1/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? State HB2017 funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds more HB2017 to cover revised phase cost estimates
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the STIP Impacts Worksheet.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Assumption is approval was within Region 1.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US26 (Powell Blvd)	2.70	2.77	0.07
Cross Streets		Route or Arterial	Cross Street		Cross Street
		SE Powell Blvd	SE 36th Ave		Before and after intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	3	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	January 2023	Last MTIP Amend Num	AM23-07-JAN1
Last Amendment Action	Slip Cons phase to FFY 2024 with \$485,000 of State Gen funds. Total Cons phase = \$485,000						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Focus Area Notes (US26 South = Yes, North and west of 36th Ave = No, north and east of 36th Ave = Yes) People of Color (POC) = Yes Limited English Proficiency (LEP) = No Limited Income (LI) = Yes
				X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	US26/Powell Blvd is designated as a Major Arterial in the Motor Vehicle Network
Yes	Transit	US26/Powell Blvd is designated as a Frequent Bus and Future High Capacity Transit (HCT) in the Transit Network
Yes	Freight	US26/Powell Blvd is designated as a Roadway Connector in the Freight Network
Yes	Bicycle	US26/Powell Blvd is designated as a Bicycle Parkway Bicycle Network
Yes	Pedestrian	US26/Powell Blvd is designated as a Pedestrian Parkway in the Pedestrian Network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	US26/Powell Blvd	US26 is designated as a MAP-21 Principal Arterial on the National Highway System (NHS)
Functional Classification	No	US26/Powell Blvd	Urban Other Principal Arterial
Federal Aid Eligible Facility	No	US26/Powell Blvd	3 = Other Principal Arterial

Between the Metro Modeling Networks and the NHS designations, the project is considered a Regional Significant project.

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal 2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

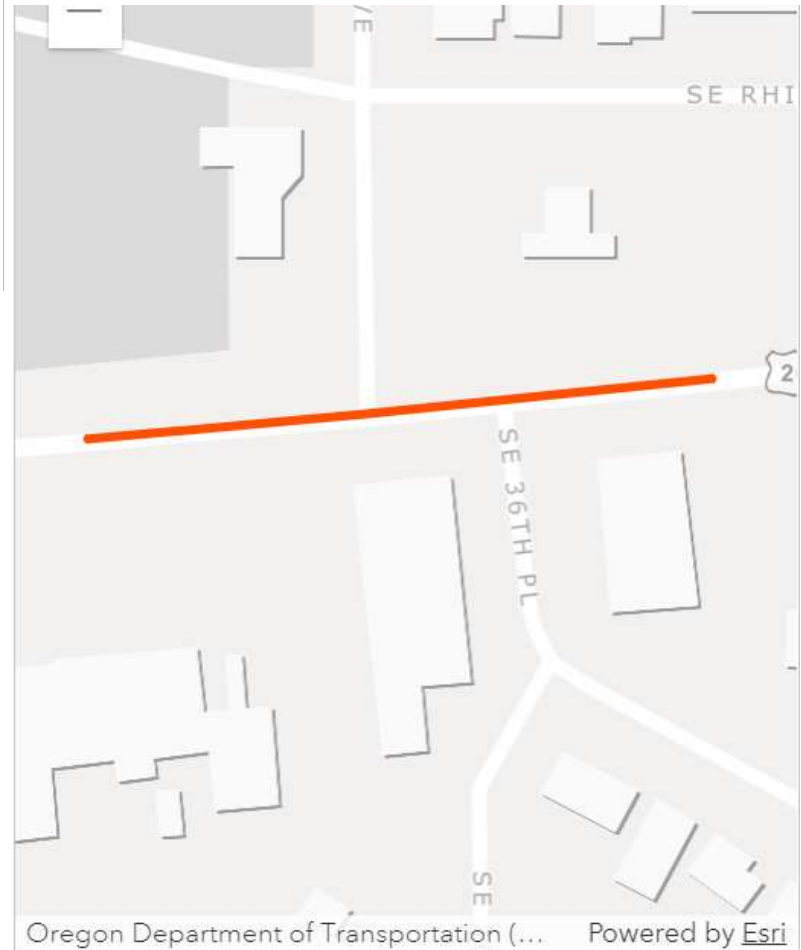
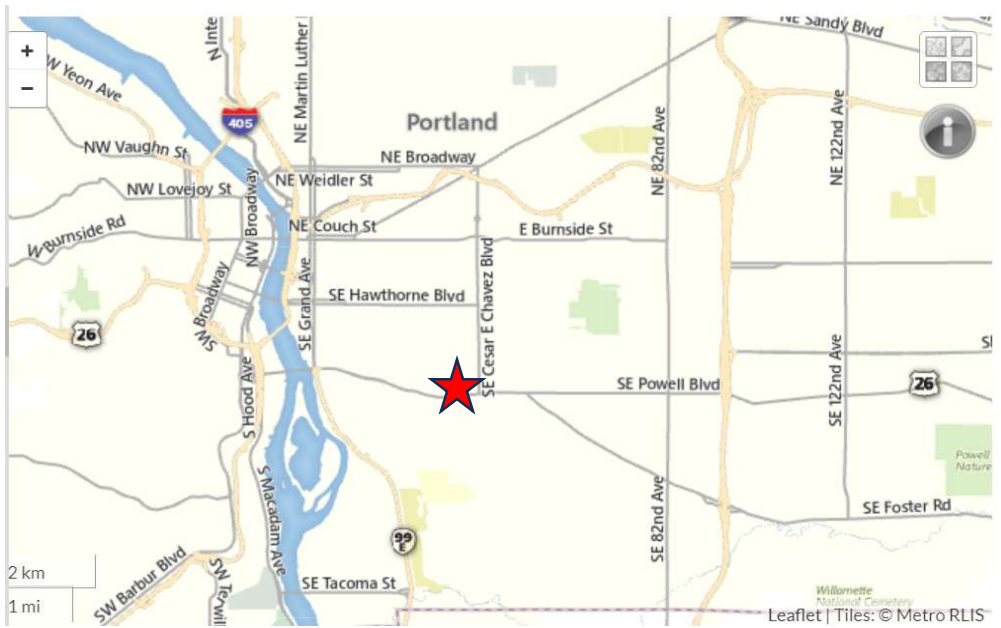
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 30, 2024 to February 28, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

HB2017	State funds allocated to eligible projects from Oregon Legislation under approved HB2017. The passage of HB 2017 (ORS 184.617 to 184.742) transportation funding package occurred five years ago. Within it the Oregon Legislature made a significant investment in transportation across multiple improvement categories.
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Project Name: US26: SE Powell Blvd & SE 36th Ave (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package	100.00%	454,163.00	0.00%	0.00	100.00%	454,163.00	0.00%	0.00
	PE Totals		100.00%	454,163.00		0.00		454,163.00		0.00
RW	S070	HB2017 Funding Package	100.00%	99,629.00	0.00%	0.00	100.00%	99,629.00	0.00%	0.00
	RW Totals		100.00%	99,629.00		0.00		99,629.00		0.00
CN	S070	HB2017 Funding Package	100.00%	978,902.00	0.00%	0.00	100.00%	978,902.00	0.00%	0.00
	CN Totals		100.00%	978,902.00		0.00		978,902.00		0.00
Grand Totals				1,532,694.00		0.00		1,532,694.00		0.00





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
FUNDING DECREASE
 Decrease the authorized STBG for
 the project

Project #2

Project Details Summary							
ODOT Key #	22322	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71228	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0467	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment reduces the eligible State STBG to the project. The STBG reduction totals \$2,461,508. The ODOT Public Transit Division stated this is required to match FTA allocation/grant amount and update the project description. The net programming change is 59% which exceeds the 30% cost change administrative threshold for transit projects. The amendment includes the assumption the final awarded funding will be flex transferred to FTA.

Project Name:	Oregon Transportation Network - TriMet FFY23						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	FTA		
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes		

Short Description:
 Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

MTIP Detailed Description (Internal Metro use only):
 ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22048 represent the second of three years of funding from ODOT supporting the Oregon Transportation Network.

STIP Description:
 Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital Vehicle Operations	Transit
ODOT Work Type:	TRANSIT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		-				\$ 3,735,416	\$ -
State STBG	Y240	2024						\$ 1,526,704	\$ 1,526,704
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,704	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024						\$ 427,535	\$ -
Local	Match	2024						\$ 174,739	\$ 174,739
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701,443	\$ 1,701,443
Total Estimated Project Cost							\$ 1,701,443
Total Cost in Year of Expenditure:							\$ 1,701,443

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,461,508)	\$ (2,461,508)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-59.13%	-59.13%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,526,704	\$ 1,526,704
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,739	\$ 174,739
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701,443	\$ 1,701,443

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2028
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	ODOT Public Transit Division
2. Does the amendment include changes or updates to the project funding?	Yes. ODOT has determined the eligible funding allocation must be decreased.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the STIP Impacts Worksheet indicating the Public Transit
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	The ODOT Director was required to sign-off and approved the funding commitment
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	T22 - New	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num AM23-21-JUL1
Last Amendment Action	Slip Other phase with \$3,735,316 of State STBG plus match from FFY 2023 to FFY 2024					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
					X		The project represent a funding project grouping bucket but is not well enough defined to determine all possible performance measures.

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Project grouping bucket (PGB) with specific projects to be identified later ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable 2023 RTP Goal: Goal # 1 - Mobility Options: Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be January 30, 2024 to February 28, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Project Location Reference - Region-wide Application
The project grouping bucket (PGB) is a region-wide funding reserve at this time



Statewide Transportation Improvement Program
Amendment Project Summary

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Key Number: 22322 2024-2027 STIP

Project Name: Oregon Transportation Network - TriMet FFY23 (DRAFT AMENDMENT)

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	1,701,443.00	89.73%	1,526,704.00	0.00%	0.00	10.27%	174,739.00	
	OT Totals		100.00%	1,701,443.00		1,526,704.00		0.00		174,739.00	
Grand Totals						1,701,443.00		1,526,704.00		0.00	174,739.00



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT Regional
 Rideshare PGB to the MTIP

Project #3

Project Details Summary							
ODOT Key #	23541	RFFA ID:	N/A	RTP ID:	11054	RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		24-27-0455	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new ODOT Public Transit Division to support regional rideshare activities. The STBG funds will be transferred to FTA program 5310 for delivery. Projects: Ride Connection, Inc. The funding originates from FFY 2023 and received DOT's Director approval to commit the funds on 1/5/2024. The funding will initially be programmed into a project grouping bucket (PGB) with later approved projects then authorized to implement and expend the funds.

Project Name:	Oregon Transportation Network - Ride Connection					
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	FTA	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes	

Short Description:
 Urbanized public transit capital funding project grouping bucket (PGB) to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.

MTIP Detailed Description (Internal Metro use only):
 Metro region-wide application across all three urbanized counties (Clackamas, Multnomah, and Washington Counties) to provide gas bus and van replacement as well as preventative maintenance and mobility management needs supporting FTA Section 5310 elderly and disabled type service needs.

STIP Description: Urbanized public transit capital funding to be used for gas bus and van replacement, as well as preventative maintenance and mobility management for federal fiscal year 2023.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital Vehicle Operations	Transit
ODOT Work Type:	TRANSIT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024						\$ 1,979,194	\$ 1,979,194
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,979,194	\$ 1,979,194

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 226,528	\$ 226,528
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722
Total Estimated Project Cost							\$ 2,205,722
Total Cost in Year of Expenditure:							\$ 2,205,722

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,979,194	\$ 1,979,194
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,528	\$ 226,528
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,205,722	\$ 2,205,722

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5310	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	ODOT
2. Does the amendment include changes or updates to the project funding?	Yes. The funding represents new funding in support of regional rideshare program activities
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the STIP Impacts Worksheet
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	The ODOT Director was required to sign-off and approved the funding commitment
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Note: The Ride Connection PGB will be implemented region-wide.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	T22 - New	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X			X	X	Equity note: Since specific projects have not yet been identified, an equity performance determination can not be made at this time.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11054 - Regional Travel Options (RTO) Program Activities for 2023-2030
RTP Project Description:	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community nonprofit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Project grouping bucket (PGB) with specific projects to be identified later
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable 2023 RTP Goal: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objectives 2.1 Vision Zero – Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 3, 2024 to February 2, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Project Location Reference - Region-wide Application
 The project grouping bucket (PGB) will award funding to specific projects later across the Metropolitan Planning Area (MPA)



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	2,205,721.00	89.73%	1,979,194.00	0.00%	0.00	10.27%	226,527.00
		OT Totals	100.00%	2,205,721.00		1,979,194.00		0.00		226,527.00
		Grand Totals		2,205,721.00		1,979,194.00		0.00		226,527.00



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new Line 33 TSP CRP
 funded project to the MTIP

Project #4

Project Details Summary							
ODOT Key #	NEW	RFFA ID:	N/A	RTP ID:	10927	RTP Approval Date:	11/30/2023
MTIP ID:	NEW	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal adds the new Transit Signal Priority (TSP) upgrade project awarded with Metro Carbon Reduction Program (CRP) funds. The CRP funds will be flex transferred to FTA.

Project Name:	TriMet Line 33 Traffic Signal Priority Upgrade						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service

MTIP Detailed Description (Internal Metro use only):
 In the southeast Metro region along TriMet's bus Line 33 from Clackamas Town Center on King Road/Harrison in the north and then south along Mcloughlin Blvd (OR99E) to Molalla and Clackamas Community College, design and implement the next generation transit signal priority (TSP) upgrade along TriMet's Line 33 to improve reliability of transit service

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Operations	Systems Management and Operations	Systems Management, ITS, and Operations
Highway	Highway - Transit		
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2024		\$ 1,166,490					\$ 1,166,490
Carbon	Y601	2024					\$ 1,345,950		\$ 1,345,950
Carbon	Y601	2024						\$ 1,487,560	\$ 1,487,560
Federal Totals:			\$ -	\$ 1,166,490	\$ -	\$ -	\$ 1,345,950	\$ 1,487,560	\$ 4,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local - STIF	Match	2024		\$ 133,510					\$ 133,510
Local - STIF	Match	2024					\$ 154,050		\$ 154,050
Local - STIF	Match	2024						\$ 170,258	\$ 170,258
Local Totals:			\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818
Total Estimated Project Cost									\$ 4,457,818
Total Cost in Year of Expenditure:									\$ 4,457,818

Programming Notes:

1. TriMet's STIF funds are part of their regular STIF allocation. They are not part of a special grant award from the ODOT Public Transit Division. These STIF funds do not require any reimbursement involvement through ODOT now that they are allocated. While they originate from ODOT as State funds, they are programmed as local funds and called out as a special type of local fund.
2. The Metro awarded federal Carbon funds are being programmed based on a federal share of 89,73% and a minimum local match requirement of 10.27%.
3. Phase programming is occurring the FTA's approved logic of single year obligation logic which enables the TrAMS grant with the entire funding to be approved at once per FTA's obligation process.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Amended Phase Matching Percent:	N/A	10.27%	NA	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,166,490	\$ -	\$ -	\$ 1,345,950	\$ 1,487,560	\$ 4,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 133,510	\$ -	\$ -	\$ 154,050	\$ 170,258	\$ 457,818
Total	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,500,000	\$ 1,657,818	\$ 4,457,818

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	26.2%	0.0%	0.0%	30.2%	33.4%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.99%	0.0%	0.0%	3.46%	3.82%	10.27%
Total	0.0%	29.16%	0.0%	0.0%	33.65%	37.19%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:		Not Applicable			Not Applicable	Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:		Not Applicable			Not Applicable	Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Metro awarded Carbon Reduction Program (CRP) funds	
2. Does the amendment include changes or updates to the project funding? Yes. The formal amendment splits the awarded CRP funds off from the CRP PGB and commits the funds to the new Line 33 TSP project.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes through Metro Council approval for the funding.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? The CRP funding award required Metro Council approval which occurred on June 15, 2023.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street/Area		Cross Street/Area
Line 33	Harrison/King/82nd		Milwaukie City Center		Clackamas Town Center
	Mcloughlin Blvd/Main		Milwaukie City Center		South Mcloughlin High
	Molalla		South Mcloughlin High		Clackamas Community College
Note: See TriMet Line 33 Route map at the end of the MTIP Worksheet for additional arterial references.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes In the northeastern portion of line 33
	X	X		X	X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Table 2, Mass Transit - Construction or renovation of power, signal, and communications systems.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10927 - Operating Capital: Information Technology: Phase 1
RTP Project Description:	Communication systems, information technology, cyber security and improvements to Hop.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple designations along the Line 33 route
Yes	Transit	Frequent bus and future HCT across the Line 33 route segments
Yes	Freight	Roadway Connector (along Mcloughlin)
Yes	Bicycle	Regional Bikeway (along Mcloughlin)
Yes	Pedestrian	Pedestrian Parkway (along Mcloughlin)

Note: Based on the above network designation, the project is considered regionally significant and an "on-system" improvement.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Mcloughlin	MP 21 - Principal Arterial
Functional Classification	No	Mcloughlin	3 = Urban Other Principal Arterial
Federal Aid Eligible Facility	No	Mcloughlin	Other Principal Arterial

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No
3a. If yes, is an amendment required to the UPWP? Not Applicable.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal #1 - Mobility Options:</u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal # 5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Tuesday, January 30, 2024 through Thursday February 28, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Local-STIF	ODOT allocated state funds to eligible transit agencies. The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. Every two years, public transportation funding is made available to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emission in Oregon. These specific allocated funds do not require further ODOT involvement and are considered for programming purposes to be a specialized type of local funds.
Carbon	Federal Carbon Reduction Program (CRP) funds appropriated to the state DOT. A portion is allocated to Metro for eligible projects in urbanized areas. The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. The federal funds have a standard 10.27% required match.



Council meeting agenda

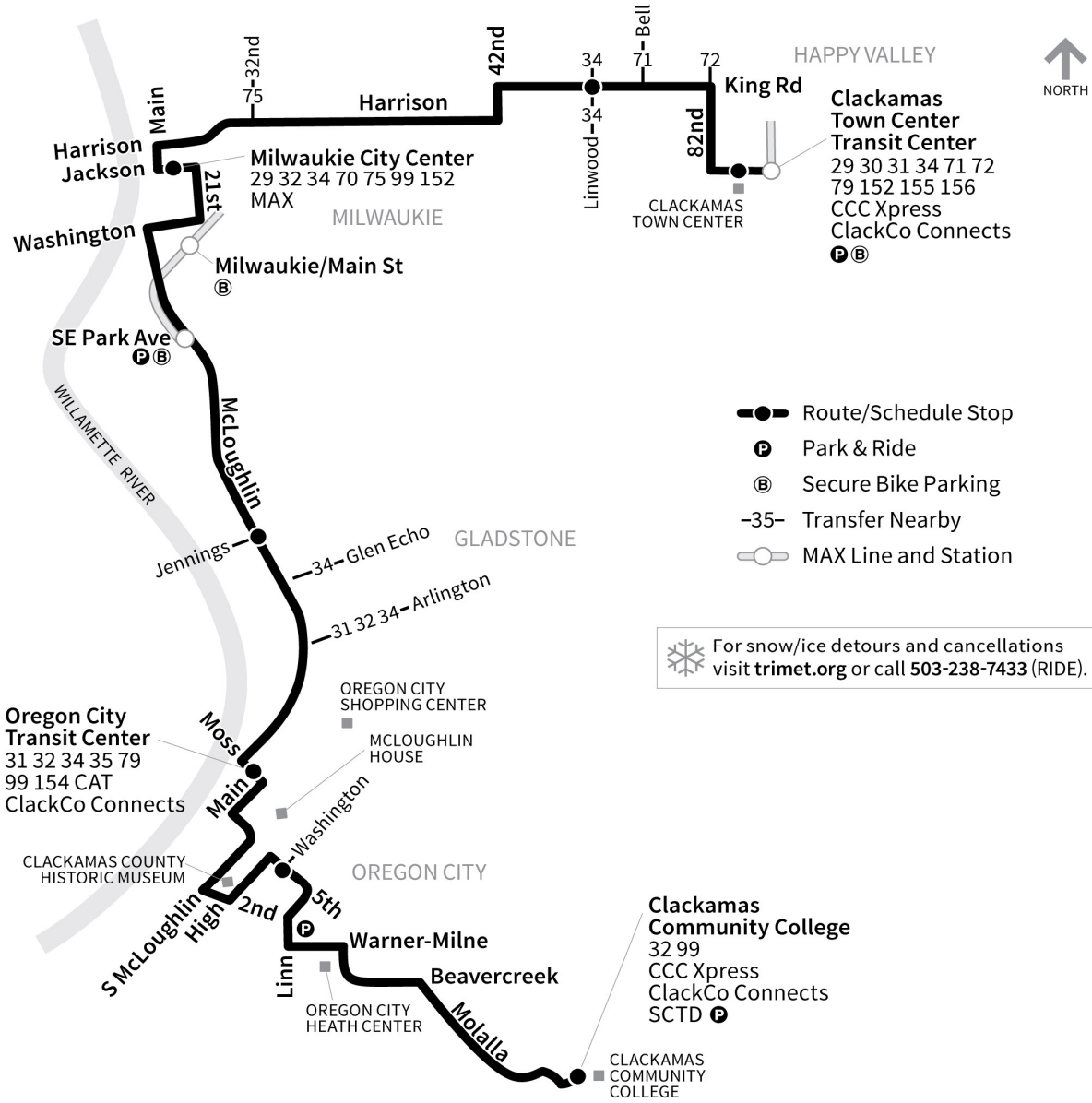
Thursday, June 15, 2023 10:30 AM Metro Regional Center, Council Chamber,
[https://www.youtube.com/live/vSo1bjfjSI?feature=share,](https://www.youtube.com/live/vSo1bjfjSI?feature=share)
<https://zoom.us/j/615079992> Webinar ID:
 615 079 992 or 888-475-4499 (toll free)

**Exhibit A to Staff Report of Resolution 23-5337
 Project Allocation List and Project Descriptions**

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Line 33 - McLoughlin Corridor Transit Signal Priority (TSP): Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP needs to make the Line 33 elements perform optimally or on small capital stop amenities or safe transit access elements in the corridor. Project scope and funding would be coordinated with, and not displace, funding from other potential sources such as Congressionally directed spending or tolling mitigation funding.

33-McLoughlin/King Rd





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new TriMet project
 development for the 82nd BRT

Project #5

Project Details Summary

ODOT Key #	23580	RFFA ID:	N/A	RTP ID:	12029	RTP Approval Date:	11/30/2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds the new 82nd Ave Bus Rapid Transit (BRT) Project Development project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant for the construction phase. The TriMet project includes a \$5 million award from ODOT. The total estimated phase cost is \$30 million dollars. The total estimate project cost is \$300,000,000. The past January Formal Amendment bundle includes a similar partnering, but separate Metro funded project supporting TriMet's project development activities. The split programming approach is necessary and has been approved by FTA.

Project Name:	82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant

MTIP Detailed Description (Internal Metro use only):

In Portland proposed on 82nd Ave from Sunnyside Ave in the south and then north to Airport Way/PDX, complete project development activities in support of the new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to support the next stage to obtain a Small Starts grant for the project.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Bus Rapid Transit	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 5,000,000					\$ 5,000,000
									\$ -
									\$ -
Federal Totals:			\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Y240)	Match	2024		\$ 572,272					\$ 572,272
Other	OTH0	2024		\$ 17,741,001					\$ 17,741,001
									\$ -
Local Totals:			\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Total Estimated Project Cost							\$ 300,000,000
Total Cost in Year of Expenditure:							\$ 300,000,000

Notes:

- The total PE phase estimate to complete project development activities (NEPA + PS&E) is \$30 million. The total estimate project cost is \$300 million per the 2023 RTP.
- A separate project development programmed project with Metro as lead agency is being programmed to keep agency obligations and expenditures separate. FTA has reviewed and approved the two-project programming approach.
- The FTA AOPP awards appear to be sourced from FTA Section 5305 funds. The AOP funds have a minimum match requirement of 10%. The federal share can't exceed 90%
- The State STBG funds will be flex transferred to FTA.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming the PE project development activities for now. The total estimated phase cost is \$30 million. A second project with \$6,686,626 of committed funds is programmed separately by Metro. The PE phase is funded at 100% of the cost estimate.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 572,272	\$ -	\$ -	\$ -	\$ -	\$ 572,272
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

Notes:

- The ODOT \$5 million has a 10.27% minimum match requirement.
- The remaining \$17,741,000 is local overmatch provided by TriMet.
- TriMet is providing the local minimum match to the federal funds.

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273
Total	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	78.6%	0.0%	0.0%	0.0%	0.0%	78.55%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	78.6%	0.0%	0.0%	0.0%	0.0%	78.55%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:		Not Applicable					FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:		Not Applicable					FMIS or TrAMS
Known Expenditures:							TrAMS

						Estimated Project Completion Date:	12/30/2026
Completion Date Notes: The completion date is for the project development planning study effort only							

Are federal funds being flex transferred to FTA?	YES	If yes, expected FTA conversion code:	5307
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Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight. This project will be under FTA oversight.

Fiscal Constraint Consistency Review

1. What is the source of funding? ODOT awarded State STBG to the project. The remaining local overmatch is being provided by TriMet. A separate project development project is being programmed with Metro as the lead with a total \$6,686,727 of federal CRP funds and match. Together both projects will support the completion of the project development required activities which have an estimated total of \$30 million.

2. Does the amendment include changes or updates to the project funding? **Yes. This is a new project being added to the MTP. The State STBG were verified by Salem as an award for the BRT project. The AOPP award was verified through FTA.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, as noted above.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Salem program award confirmation was required and provided by ODOT for the State STBG funds.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	82nd Ave		SE Powell Blvd		NE Airport Way	

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not. Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		X	X	X	Equity Focus Areas: The project limits cross over several EFAs. Most are "yes". Overall People of Color (POC), Limited English (LE), and Limited Income(LI) = Yes

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	The project development portion is considered a planning effort and is not capacity enhancing. The full BRT project is considered capacity enhancing and requires transportation demand modeling analysis.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	The project development portion (this project) is exempt for a conformity determination. Exemption reference is 40 CFR 93.126, Table 2, Other
Exemption Reference:	Other - Planning and technical studies.
Was an air analysis required as part of RTP inclusion?	Yes, the full constructed project requires transportation demand modeling analysis. The project development portion (this project) does not require modeling analysis.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, the full constructed project has completed transportation demand modeling analysis as part of the new 2023 RTP based on the LPA.
RTP Constrained Project ID and Name:	ID#: 12029 - HCT: 82nd Ave Transit Project
RTP Project Description:	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	Proposed LPA on 82nd Ave in the project limits is designated as a Major Arterial.
Yes	Transit	Proposed LPA on 82nd Ave in the project limits is designated as a Frequent Bus area.
Yes	Freight	Generally no designation. However, a small portion for 82nd Ave near the airport is designated as a Regional Intermodal Connector.
Yes	Bicycle	In some portions on 82nd Ave in the projects, the arterial is designated as a Regional Bikeway
Yes	Pedestrian	For most of the project limits, 82nd Ave is designated as a Pedestrian Parkway. Near the airport, the designation changes to be a Regional Pedestrian Corridor.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	82nd Ave	MAP 21 NHS Principal Arterials and near the airport, the designation changes to be a Intermodal Connector
Functional Classification	Yes	82nd Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes
3. Is the project included as part of the approved: UPWP? Yes.
3a. If yes, is an amendment required to the UPWP? The SFY 2025 UPWP is being updated to include the project.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Non-Metro Funded Stand-Alone project.
4. Applicable 2023 RTP Goals: <u>Goal #1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 Vision Zero –Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity - Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No and Yes. The planning project portion (this project) is not subject to the special performance assessment requirement. The full project once funded will be subject to a special performance assessment evaluation as it exceeds \$100 million in total project cost and is capacity enhancing.

Public Notification/Opportunity to Comment Consistency Requirement

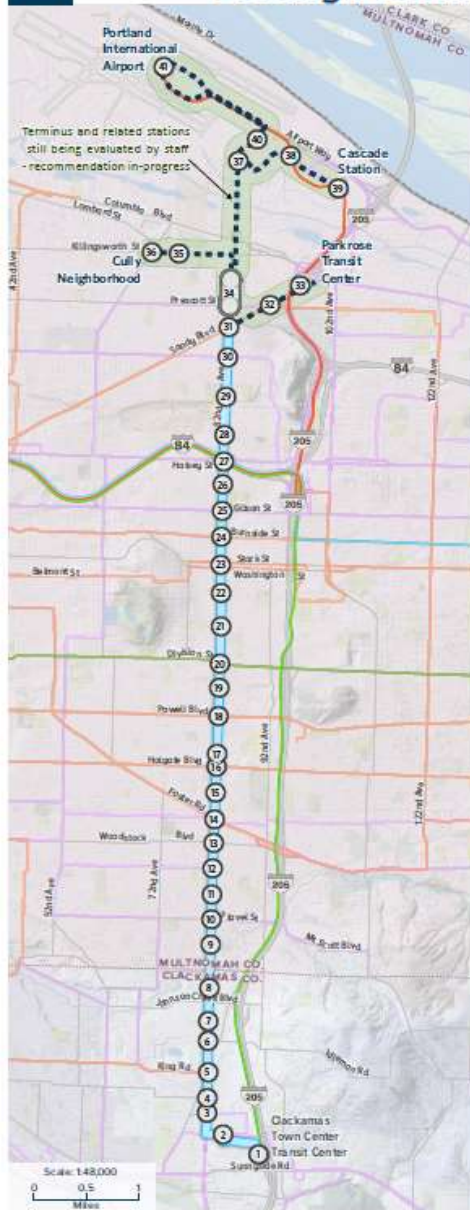
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Yes, January 30, 2024 through February 28, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Some comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. For this specific project amendment, Metro may receive a sufficient number of comments that may require a comment log.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Additional local funds committed to the project above the minimum match requirement to address phase costs. Also referred to as "overmatch" funds.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	STBG funds under ODOT's direct management which are then allocated to eligible projects



82nd Avenue Transit Project: Discussion Draft Locally Preferred Alternative



Elements of Locally Preferred Alternative (in progress)*

- Bus rapid transit route (north of Sandy Blvd)
 - Potential terminus routing (terminus tbd)
 - General station locations
 - Station location areas still being defined
- Transit Network**
- Green MAX line
 - Red MAX line
 - Blue MAX line
 - Blue, green, red MAX lines
 - FX-2 frequent express service bus line
 - Frequent service bus lines
 - Other bus lines
 - Transit centers

*To be recommended by Steering Committee

Map Key Proposed General Station Locations

Map Key	Proposed General Station Locations
1	Cockamans Town Center Transit Center
2	Cockamans Town Center
3	SE Cassweg Ave & SE 82nd Ave
4	South of SE Boyer Dr (Wood) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE City Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Rowell St & SE 82nd Ave
11	SE Bybee & SE 82nd Ave
12	SE Dulka St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Bower St & SE 82nd Ave
18	SE Praxell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE M4 St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Gilson St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDonnell High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Prescott or Alberta St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE Cully Blvd & NE Klingworth St
37	NE Alderwood Rd & NE 82nd Ave
38	M1Hood Ave MAX
39	Cascades MAX Station
40	NE Air Cargo Rd & NE 82nd Way
41	POX Terminal



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD FUNDS
 Adjust 5310 formula funds and
 add local overmatch

Project #6

Project Details Summary							
ODOT Key #	23189	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71318	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The formal amendment adjusts the estimate 5310 appropriation that will occur and adds local overmatch to better reflect the total cost of the project. Adding the local overmatch results in a cost change of \$1,798,366 or a 60% increase to the project. The increase is well above the 30% threshold for completing cost changes administratively.

Project Name:	Enhanced Seniors Mobility/ Individuals w/Disabilities (2026)						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2026

MTIP Detailed Description (Internal Metro use only):
 Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet’s LIFT Paratransit services (5310 FFY 2026 allocation via UZA apportionment)

STIP Description:
 Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2026.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Systems Management, ITS, and Operations
ODOT Work Type:	TRANSIT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5310 (80/20)	5310	2026		—				\$ 1,891,421	\$ -
5310 (80/20)	5310	2026						\$ 2,081,321	\$ 2,081,321
5310 (505/50)	5310	2026						\$ 316,500	\$ 316,500
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (80/20)	Match	2026						\$ 472,855	\$ -
Local (80/20)	Match	2026						\$ 520,330	\$ 520,330
Local (50/50)	Match	2026						\$ 316,500	\$ 316,500
Other	OTH0	2026						\$ 1,560,991	\$ 1,560,991
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,997,276	\$ 2,997,276
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,795,642	\$ 4,795,642
Total Estimated Project Cost							\$ 4,795,642
Total Cost in Year of Expenditure:							\$ 4,795,642

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,798,366	\$ 1,798,366
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 836,830	\$ 836,830
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	17.45%	17.45%

Note: The 5310 contributions have different minimum matching requirement: One is 20% and the other is 50%. With the overmatch TriMet's total match is 50%.

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,397,821	\$ 2,397,821
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,795,642	\$ 4,795,642

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							


Fiscal Constraint Consistency Review	
1. What is the source of funding? FTA Section 5310 formula funding - UZA apportionment	
2. Does the amendment include changes or updates to the project funding? Yes, minor 5310 update + overmatch added.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Finance Department.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes The FTA 310 program directly supports elderly and disabled persons. The service area is region-wide within TriMet's 3-county service area.
	X			X	X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Key 23189 represents a 5310 funding project grouping bucket (PGB) 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	
No		

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

- 1. Is the project designated as a Transportation Control Measure? **No.**
- 2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
- 3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
- 4. Applicable RTP Goal:
 - Goal # 1 - Mobility Options:**
 - Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
 - Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal 2 - Safe System:**
 - Object 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035
 - Goal #3 - Equitable Transportation:**
 - Object 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
 - Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
- 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

- 1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
- 2. What are the start and end dates for the comment period? **Estimated to be January 30, 2024 to February 28, 2024**
- 3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
- 4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
- 5. Did the project amendment result in a significant number of comments? **Not expected.**
- 6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal FTA Section 5310 funds that improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities
5310 (80/20)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 20%. The federal share can't exceed 80%
5310 (50/50)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 50%. The federal share can't exceed 50%
Other	General local funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.

23189	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2026	2026	5310 (80/20)	\$ 1,891,421	\$ 2,081,321	520,330	\$ 1,560,991	\$ 4,162,642
		2026	5310 (50/50)	\$ 316,500	\$ 316,500	\$ 316,500	\$ -	\$ 633,000
		Totals:			\$ 2,207,921	\$ 2,397,821	\$ 836,830	\$ 1,560,991



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD FUNDS
 Adjust 5310 formula funds and
 add local overmatch

Project #7

Project Details Summary							
ODOT Key #	23203	RFFA ID:	N/A	RTP ID:	12096	RTP Approval Date:	11/30/2023
MTIP ID:	71319	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB24-05-FEB		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The formal amendment adjusts the estimate 5310 appropriation that will occur and adds local overmatch to better reflect the total cost of the project. Adding the local overmatch results in a cost change of \$1,852,316 or a 60% increase to the project. The increase is well above the 30% threshold for completing cost changes administratively.

Project Name:	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2027.

MTIP Detailed Description (Internal Metro use only):
 Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet’s LIFT Paratransit services (5310 FFY 2027 allocation via UZA apportionment)

STIP Description:
 Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area in federal fiscal year 2027.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Systems Management, ITS, and Operations
ODOT Work Type:	TRANSIT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
5310 (80/20)	5310	2027						\$ 1,948,163	\$ -
5310 (80/20)	5310	2027						\$ 2,143,760	\$ 2,143,760
5310 (505/50)	5310	2027						\$ 325,995	\$ 325,995
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (80/20)	Match	2027						\$ 487,041	\$ -
Local (80/20)	Match	2027						\$ 535,940	\$ 535,940
Local (50/50)	Match	2027						\$ 325,995	\$ 325,995
Other	OTH0	2027						\$ 1,607,820	\$ 1,607,820
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087,194	\$ 3,087,194
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,939,510	\$ 4,939,510
Total Estimated Project Cost							\$ 4,939,510
Total Cost in Year of Expenditure:							\$ 4,939,510

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,852,316	\$ 1,852,316
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	60.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 861,935	\$ 861,935
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	17.45%	17.45%

Note: The 5310 contributions have different minimum matching requirement: One is 20% and the other is 50%. With the overmatch TriMet's total match is 50%.

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,469,755	\$ 2,469,755
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,939,510	\$ 4,939,510

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? FTA Section 5310 formula funding - UZA apportionment
2. Does the amendment include changes or updates to the project funding? Yes, minor 5310 adjustments are included along with local overmatch added to reflect the total project at a 50-50% federal to local ratio.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Finance Department confirmation
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X				X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Operating assistance to transit agencies.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12096 - TriMet Operations: Phase 1
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Key 23189 represents a 5310 funding project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 1 - Mobility Options:
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
Goal 2 - Safe System:
Object 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035
Goal #3 - Equitable Transportation:
Object 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be January 30, 2024 to February 28, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5310	Federal FTA Section 5310 funds that improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities
5310 (80/20)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 20%. The federal share can't exceed 80%
5310 (50/50)	Appropriated federal FTA Section 5310 funds which require a minimum match requirement of 50%. The federal share can't exceed 50%
Other	General local funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.

23203	71319	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2027)	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area in FFY 2027	2027	5310 (80/20)	\$ 1,948,163	\$ 2,143,760	\$ 535,940	\$ 1,607,820	\$ 4,287,520
					2027	5310 (50/50)	\$ 325,995	\$ 325,995	\$ 325,995	\$ -	\$ 651,990
					Totals:		\$ 2,274,158	\$ 2,469,755	\$ 861,935	\$ 1,607,820	\$ 4,939,510