



Metro is in receipt of the 2024-27 MTIP March FFY 2024 Formal Amendment Bundle for Resolution 24-5395

Amendment Purpose Statement for Resolution 24-5395 (Amendment Number MR24-06-MAR)

FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

Public Notification Comment Opportunities for the March FFY 2024 Formal MTIP Amendment for Resolution 24-5395

The public review period for this project amendment is **2/27/2024** and concludes on **3/27/2024**, 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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.

Exhibit A
March FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MR24-06-MAR

The March Federal Fiscal Year 2024 Formal MTIP Amendment adds a new ODOT Carbon funded project grouping bucket (PGB) to the MTIP to meet federal transportation delivery requirements.

- **Key 22546 - Portland & Surrounding Areas Signal System (ODOT):** New Project. The formal amendment adds to new PGB to the 2024-27 MTIP. The PGB is a region-wide revenue bucket across the Metro MPA three-county regional area. The PGB contains Carbon funding to be used for later awarded eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and the carbon footprint. The Carbon funding is being split off from ODOT’s Statewide Carbon PGB in Key 23087).

The Exhibit A Table starting below contains a more detailed summary of the changes and programming actions.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5395

March FFY 2024 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MR24-06-MAR
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the March 2024 Formal Amendment				
None				

Category: New Projects				
(#1) ODOT Key # 23546 MTIP ID TBD <i>New Project</i>	ODOT	Portland & Surrounding Areas Signal System	Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ODOT Carbon funded Project Grouping Bucket (PGB) supporting later awarded signal system upgrade projects. The Carbon funds originate from Key 23087. The funding is being split off Key 23087 and transferred to this project.
Category: Amendments to Existing Projects				
None				

Proposed Amendment Review and Approval Steps:

- Tuesday, February 27, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, March 1, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, March 14, 2024: JPACT meeting.
- Wednesday March 27, 2024: End 30-day Public Comment period.
- Thursday, April 4, 2024: Final approval from Metro Council anticipated.
- Early to mid-May 2024: Estimated final USDOT amendment approvals occur.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add new CRP funded Signal
 Systems PGB to the MTIP

Project #1

Project Details Summary							
ODOT Key #	23546	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MR24-06-MAR		STIP Amendment ID:		24-27-0480	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Regional Carbon funded Signal System upgrade project grouping bucket(PGB) to the MTIP. The Carbon funds are being split off of a statewide carbon PGB in Key 23087. The action is also consistent with prior OTC action approving the ODOT Carbon Reduction Strategy plan.

Project Name:	Portland & Surrounding Areas Signal System						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

MTIP Detailed Description (Internal Metro use only):
 Through out the Metro MPA three-county regional area, award eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and carbon footprint. (ODOT Carbon fund not Metro allocated CRP funds. Key 23546 Carbon is split from non-MPO Key 23087)

STIP Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

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		\$ 484,004					\$ 484,004
Carbon	Y601	2025					\$ 340,884		\$ 340,884
Carbon	Y601	2026						\$ 71,784	\$ 71,784
Federal Totals:			\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State - HB2017	S070	2024		\$ 55,396					\$ 55,396
State - HB2017	S070	2025					\$ 39,016		\$ 39,016
State - HB2017	S070	2026						\$ 8,216	\$ 8,216
State Totals:			\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628

The ODOT Financial Plan/Actual Amounts identifies the origin of the State funds from HB2017

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Total Estimated Project Cost							\$	999,300
Total Cost in Year of Expenditure:							\$	999,300

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:	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Amended Phase Matching Percent:	N/A	10.27%	N/A	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	\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672
State	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

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%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	48.4%	0.0%	0.0%	34.1%	7.2%	89.73%
State	0.0%	5.5%	0.0%	0.0%	3.9%	0.8%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	54.0%	0.0%	0.0%	38.0%	8.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/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? ODOT approved Carbon Reduction (CRP) federal funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new approved CRP funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and prior approved OTC action.
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	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N/A - Regional PGB		N/A - Regional PGB		N/A - Regional PGB

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
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 new PGB is region-wide. Specific eligible projects will awarded funding and split off from the PGB
			X				

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project The new project is being added to the MTIP as an approved Carbon Reduction Program Project Grouping Bucket 9PGB) supporting later eligible signal system upgrade projects.
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 and 40 CFR 93.127, Table 3
Exemption Reference:	40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects. 40 CFR 93.127, Table 3 - Intersection signalization projects at Individual intersections
Was an air analysis required as part of RTP inclusion?	No. However, the specific projects awarded State Carbon funding will be assessed for their carbon reduction impact as part of the RTP's Climate Action and Resilience goal.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is a region-wide revenue-project grouping bucket. ODOT will split off specific eligible signal system upgrade projects which will also contain their carbon reduction impacts.
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
No	Motor Vehicle	Not Applicable. Regional CRP revenue 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. 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 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 #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 capital 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 February 27, 2024 to March 27, 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: N/A

Fund Codes References

Carbon	Federal funds appropriated to the State DOT with the overall purpose to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General State funds committed to a project usually to cover the required minimum match requirement to the federal funds.
State - HB2017	State funds committed to eligible projects that originate from the Oregon approved HB2017 Legislation. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.

Key 23546 is a Regional Project Grouping Bucket.



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	539,400.00	89.73%	484,003.62	10.27%	55,396.38	0.00%	0.00
	PE Totals		100.00%	539,400.00		484,003.62		55,396.38		0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	379,900.00	89.73%	340,884.27	10.27%	39,015.73	0.00%	0.00
	CN Totals		100.00%	379,900.00		340,884.27		39,015.73		0.00
OT	Y601	Carbon reduction program greater than 200,000 population IIA	100.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	OT Totals		100.00%	80,000.00		71,784.00		8,216.00		0.00
Grand Totals						896,671.89		102,628.11		0.00

Most Recent Approved Amendment
 Amendment No: **21-24-2789** Approval Date: **12/15/2022**
 Requested Action: **Add new project, using PROTECT planning program funds.**

Name: Carbon Reduction Program; Small Urban and Rural 22-24 Key: **23087**
 Description **Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.** Region: **6**
 MPO: **Non-MPO** Work Type: **OP-CARBON**
 Applicant: **ODOT** Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

Footnote:
Most Recent Approved Amendment
 Amendment No: **24-27-0708** Approval Date: **1/12/2024**
 Requested Action: **Reduce project by \$6,191,283.20, funds previously allocated to projects.**