



Metro is in receipt of the 2024-27 MTIP May 2025 Formal Amendment for Resolution 25-5493

Amendment Purpose Statement for Resolution 25-5493 (Amendment Number MY25-10-MAY)

**FOR THE PURPOSE OF ADDING OR CANCELING TWO PROJECTS TO THE 2024-27 MTIP
TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

Public Notification Comment Opportunities for the May 2025 Formal MTIP Amendment for Resolution 25-5493

The public review period for this project amendment is [4/29/2025](#) and concludes on [5/28/2025](#), 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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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

The May 2025 MTIP Formal Amendment bundle contains two projects. The new project being added to the MTIP involves adding a prior Metro approved \$3 million dollar Surface Transportation Block Grant (STBG) (plus match) project to support the 2028-30 RFFA post project award project development/scoping actions. The support will enable the proper completion of the Technical Scoping Sheet (TSS), initiate project development scoping actions, and possibly start some eligible National Environmental Policy Act (NEPA) pre-environmental work. Metro prior approval of the funding is part of approved Resolution 24-5414.

The second project is a older SMART Transit project being canceled from the MTIP. Key 22196 reflects SMART's Senior and Disabled Program with 5310 funds allocated for FFY 2024. SMART and TriMet completed a fund exchange at the at the beginning of FFY 2024. This included transferring the 5310 funds to TriMet in Key 22196. As a result, Key 22196 is now an invalid project, and cancelation from the MTIP is required.

A summary of the changes to the two projects is included in the Exhibit A MTIP worksheets that follows after the formal amendment matrix summary.

Submission of public comments for the May formal amendment bundles may occur by attending one of the two Metro approval committees required for the formal amendment to complete:

- (1) Transportation Policy Alternatives Committee (TPAC).
- (2) At the Joint Policy Advisory Committee on Transportation (JPACT).

Public comments can 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. Finally, written comments may be emailed or submitted in letter form via email or mailed directly to Metro.

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required Metro process and approval 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 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.

Additional guidance about the thresholds for completing administrative changes versus formal/full amendments is covered in the MTIP Amendment Matrix in Chapter 8, Administering the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). A summary of the project change thresholds that trigger the need to complete a MTIP formal amendment is listed below, A summary of the project changes follows on the next pages.

Metro Formal Amendment Matrix for the MTIP Approved as of November, 2024	
Number	Item
1	JPACT & METRO Council Authorized Discretion: JPACT or Council may require any project amendment to complete a formal amendment
2	Adding or Canceling Projects: Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects

3	Project Locations and /or Milepost Limits Changes: Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	Major Project Scope or Work Element Adjustments: Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.
5	<p>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</p> <ul style="list-style-type: none"> • Projects under \$1M – cost increases over 50% • Projects between \$1 million to \$5 million – cost increases over 30% • Projects over \$5 million – cost increases over 20% <p>JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.</p>
6	Adding Permanent Emergency Relief Projects: For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.
7	Adding a Federally Funded Planning Project: Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.
8	Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP: Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.
<p>Notes:</p> <ul style="list-style-type: none"> • The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP. If the change to the project falls below the category threshold, then normally, the change can occur administratively. • In addition to the above change thresholds, the Metro approval process requires: <ul style="list-style-type: none"> ○ An amendment approval recommendation from Metro’s Transportation Policy Alternatives Committee (TPAC) to Metro’s Joint Policy Advisory Committee on Transportation (JPACT). ○ Approval by JPACT and an approval recommendation to Metro Council. ○ Approval by Metro Council. • A final review and corresponding approvals also are required by: <ul style="list-style-type: none"> ○ The Oregon Department of Transportation (ODOT). ○ Federal Transit Administration (FTA). ○ Federal Highways Administration (FHWA). 	

- Projects with changes that are considered less than the stated thresholds for formal amendment normally can occur through an administrative modification. This does not require TPAC, JPACT, or Council approval steps. The changes also do not require ODOT, FTA, or FHWA approvals.
- Project changes that complete an administrative modification are normally reported to TPAC through a monthly Submitted Amendments Report in the TPAC Comments from the Chair agenda section.

Exhibit A
May 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MY25-10-MAY

The May 2025 MTIP Formal Amendment contains two projects. One is Metro's new 2028-30 Regional Flexible Funds Allocation (RFFA) post award project development/scoping assistance project. The second is an older SMART FTA 5310 project that is being canceled from the MTIP. A summary of the projects is shown below:

Key TBD (New Project) - 2028-30 RFFA Step 2 Awarded Project Development Scoping (Metro): This new project has prior Metro approved funding (\$3 million Surface Transportation Block Grant (STBG) plus match) from approved Resolution 24-5414. The funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions to meet ODOT's Technical Scoping Sheet (TSS) requirements.

Key 23015 (Existing Project) - SMART Senior and Disabled Program (2024): During the development of the 2024-27 MTIP and STIP, SMART and TriMet complete a fund exchange of FTA 5307 and 5310 funds. Updates were made in the 2024-27 MTIP and STIP for the impacted projects except for Key 23015. As a result of the fund exchange, Key 23015 is an invalid project and does not have any approved FTA 5310 funds. The project slipped through the initial transition amendment. During the mid-year project review, ODOT and Metro identified the error. The project is being canceled to complete the prior fund exchange transaction.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 May Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5493

May 2025 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MY25-10-MAY

Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # New MTIP ID TBD <i>New Project</i>	Metro	2028-30 RFFA Step 2 Awarded Project Development Scoping	The approved funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new project development/scoping project to the MTIP. Metro has already approved the STBG funding for the project as part of Resolution 24-5414. The STBG funding originates from the \$13.6 million Redistribution bonus Metro was allocated
Category: Amending Existing Projects in the 2024-2027 MTIP:				
(#3) ODOT Key # 22196 MTIP ID 71136	SMART	SMART Senior and Disabled Program (2024)	Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. SMART and TriMet completed a fund exchange during the development of the 2024-27 MTIP. The project should have been canceled as part of the Transition amendment. The corrective action is now occurring.

Proposed Amendment Review and Approval Steps	
May 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, April 29, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 29, 2025, to May 28, 2025.)
Friday, May 2, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and seeking an approval recommendation to JPACT
Thursday, May 15 2025	JPACT Meeting – Amendment approval consideration.
Thursday, June 5, 2025	Metro Council Meeting – Final Metro amendment approval request.
Early July, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add new (project development)
 planning project

Project #1

Project Details Summary							
ODOT Key #	New - TBD	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA25-10-MAY		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new metro approved planning project to support awarded RFFA Step 2 projects complete required project development/scoping activities.

Project Name:	2028-30 RFFA Step 2 Awarded Project Development Scoping						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Provide technical assistance to awarded Metro 2028-30 Regional Flexible Funds Allocation (RFFA) Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.

MTIP Detailed Description (Internal Metro use only):
 Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time. Applies only to full new RFFA 2028--30 RFFA Step 2 awarded projects that will begin Preliminary Engineering during or around FFY 2028. (Approval reference is Resolution 24-5414).

STIP Description:
 TBD

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Other TBD						Planning		
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									
STBG	Y230	2026	\$ 3,000,000						\$ 3,000,000
									\$ -
Federal Totals:			\$ 3,000,000		\$ -	\$ -		\$ -	\$ 3,000,000
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	Match	2026	\$ 343,363						\$ 343,363
									\$ -
Local Totals:			\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Total Estimated Project Cost									\$ 3,343,363
Total Cost in Year of Expenditure:									\$ 3,343,363

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:	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363
Total	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363

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%	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%	0.0%	10.27%
Total	0.0%	0.0%	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	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	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:							Fed Aid ID
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:		Based on the assumption PE will start during FFY 2028.					
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?	
2. Does the amendment include changes or updates to the project funding? Yes.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the May 10, 2024 CDS awards guidance memo.	
4. Level of funding approval? Oregon Legislature approval.	
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	
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	0	No activity.	
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						

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:	Other - Planning and Technical Studies
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:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as a metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

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. While a planning project, it is considered outside of the standard UPWP Primary Agreement list of approved projects. The project functions as stand-alone project develop type project.
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)?	Metro led, stand-alone project.
4. Applicable RTP Goals:	Not Applicable. Generally, the project develop scoping work supports Metro goals and strategies based on the new awarded RFFA Step 2 projects and their classification against the RTP goals and strategies.
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 Tuesday, April 29, 2025 to Wednesday, May 28, 2025
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?	Comments are not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

Modeling Network , NHS, and Performance Measure Designations

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	N/A	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A						→	

Added notes:

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
CANCEL PROJECT
 Cancel Project from MTIP

Project #2 **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	22196	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71136	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	N/A now
MTIP Amendment ID:		MY25-10-MAY		STIP Amendment ID:		24-27-2540	

Summary of Amendment Changes Occurring:
 The formal amendment cancels the project from the 2024-27 MTIP. SMART completed a fund exchange with TriMet during the development of the 2024-27 MTIP. The 5310 funds were exchanged with TriMet for other FTA funds. As a result, Key 22196 is not a valid project for SMART. The project should have been canceled as part of the Transition amendment, but was missed. Through this amendment, the correction is being completed to the MTIP and STIP.

Project Name:	SMART Senior and Disabled Program (2024)						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

MTIP Detailed Description (Internal Metro use only):
 FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville

STIP Description:
 Services and facility improvements for elderly and disabled customers.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit Vehicles		Capital - Vehicle Operations				Transit		
ODOT Work Type:	TRANST								
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	5310	2025		-				26,000	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		-				6,500	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 6,500	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	32,500	32,500
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	N/A	The project is not short programmed. The project is being canceled from the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (32,500)	\$ (32,500)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	TrAMS ID
EA Number:					FHWA or FTA		
Initial Obligation Date:					FTA		
EA End Date:					FMIS or TRAMS		
Known Expenditures:					TrAMS		
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Not now	If yes, expected FTA conversion code:			Not Applicable	

Fiscal Constraint Consistency Review
1. What is the source of funding? Originally FTA formula 5310 appropriation under the UZA formula
2. Does the amendment include changes or updates to the project funding? Yes. The funding has been exchanged with TriMet leading to a null project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via SMART confirmation.
4. Level of funding approval? Lead agency approval.
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	
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	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	September 2023	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	DECREASE FUNDING: Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.						

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:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
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:	RTP ID - 12097: SMART Service, Operations and Maintenance: 2023-2030
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.

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:	Not applicable now
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 Tuesday, April 29 , 2025 to Wednesday, May 28, 2025
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?	Comments are not expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office?	No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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 funds from FTA intended to 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

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	80.00%	0.00	0.00%	0.00	20.00%	0.00
OT Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Modeling Network , NHS, and Performance Measure Designations

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

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	N/A							

Added notes: