



**Metro is in receipt of the 2024-27 MTIP December FFY 2025 Formal Amendment for Resolution 24-54XX**

Amendment Purpose Statement for Resolution 24-54XX (Amendment Number DC25-03-DEC)

**FOR THE PURPOSE OF ADDING OR AMENDING A TOTAL OF ELEVEN PROJECTS TO THE 2024-27 MTIP  
TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

**Public Notification Comment Opportunities for the December FFY 2025 Formal MTIP Amendment for Resolution 24-54XX**

The public review period for this project amendment is **12/3/2024** and concludes on **1/3/2025**, 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](mailto: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the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.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 December FFY 2025 MTIP Formal Amendment contains eleven projects and is under amendment number DC25-03-DEC. The assigned Metro Resolution number is 24-54XX (Placeholder assignment at this time. The specific Resolution number will be assigned by JPACT.) The amendment includes adding new discretionary grant funded projects or increasing authorized funding to existing projects.

Submission of public comments for the December 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 As of November, 2024	
Number	Item
1	<b>JPACT &amp; METRO Council Authorized Discretion:</b> JPACT or Council may require any project amendment to complete a formal amendment
2	<b>Adding or Canceling Projects:</b> Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	<b>Project Locations and /or Milepost Limits Changes:</b> Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, Air Quality, transportation modeling impacts may be involved.
4	<b>Major Project Scope or Work Element Adjustments:</b> 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	<b>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</b> <ul style="list-style-type: none"> <li>• Projects under \$1M – cost increases over 50%</li> <li>• Projects between \$1 million to \$5 million – cost increases over 30%</li> <li>• Projects over \$5 million – cost increases over 20%</li> </ul>

	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.
6	<b>Adding Permanent Emergency Relief Projects:</b> For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.
7	<b>Adding a Federally Funded Planning Project:</b> 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	<b>Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP:</b> 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.

**Notes:**

- The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP.
- In addition to the above change thresholds, the Metro approval process requires:
  - 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:
  - 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**  
**December FFY 2025 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: DC25-03-DEC**

The December Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains eleven projects. This amendment adds nine new projects and amends two existing projects by adding funding to the projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the eleven projects includes the following:

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
  - **Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued (Metro)**: The MTIP formal amendment adds the remaining Metro approved \$5 million of Carbon funds to the project's phase to continue transit related project development activities.
  - **Key 23807 (New Project) - Targeted Safe Routes to School Interventions in Portland Area (Metro)**: The MTIP formal amendment adds the "Safe Street For All" (SS4A) discretionary awarded planning project to the MTIP. The project contains a \$1,110,000 FHWA SS4A FFY 2024, Round 3 Planning and Demonstration grant award. Metro is delivering this project as a direct recipient working directly with FHWA to compete delivery requirements. The award will be used to develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.
  - **Key 23751 - Safety Assessment of Harrison Street Corridor (Milwaukie)**: The formal amendment is a second new SS4A planning grant ward of \$320,000 being added to the MTIP. The project will Identify crash hotspots and contributing factors within the Harrison Street corridor, plus evaluate countermeasures along the corridor to mitigate crashes, promote safety.
  - **Key 23790 - Oregon Transportation Network - TriMet FFY26 (ODOT)**: This is another federal funding award of \$3,674,037 from the OODT Public Transportation Division (PTD) to TriMet for FFY 2026 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23800 – Oregon Transportation Network - TriMet FFY 27 (ODOT)**: The formal amendment adds the ODOT PTD federal funding award of \$3,674,037 for TriMet for FFY 2027 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT)**: The formal amendment corrects the total federal award to TriMet. The project was originally submitted as part of the October MTIP formal amendment bundle. However, after Metro Council had already approved the bundle, ODOT discovered a mistake in the federal fund allocation. Through this formal amendment, the federal fund award is being corrected to reflect a total award of \$3,674,037 for FFY 2025.
- **Key 23815 - I-5: Truck Charging and Fueling Stations (ODOT)**: The formal amendment adds the new Charging and Fueling Infrastructure (CFI) 3-state (Caltrans, ODOT, and WSDOT) award. The 3-state total grant award is \$102.3 million dollars. ODOT's Oregon share is \$21,133,653. The CFI grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington.
- **Key 23759 - Washington Street: Metro South - Abernethy Rd (Oregon City)**: The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) total \$4 million dollar award for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- **Key 23813 - 82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)**: The formal amendment adds the new Safe Streets For All FFY 2024 Implementation category award totally \$9,600,000 for Portland to complete various project development actions in the 82<sup>nd</sup> Ave corridor.
- **Key 23811 - Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)**: The formal amendment adds the new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant totaling \$2,360,000 for TriMet to deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions.

- [Key 23787 - Tualatin and Neighbors Charging Up \(TANC-UP\) \(Tualatin\)](#): The formal amendment adds the new CFI discretionary award grant of \$15 million to support Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 December Formal MTIP Amendment bundle of projects. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review compliance areas.

2024-2027 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 24-54XX**

**December FFY 2025 Regular Formal Amendment Bundle Contents**

**Amendment Type: Formal/Full**

**Amendment #: DC25-03-DEC**

**Total Number of Projects: 11**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Existing Projects Being Canceled in the 2024-27 MTIP: None</b>				

<b>Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>23623</b> MTIP ID 71430	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	The funding supports the completion of corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment	<b><u>ADD FUNDING:</u></b> The formal MTIP amendment adds the remaining Metro authorized \$5 million of Carbon funds to complete project development activities.
(#2) ODOT Key # <b>23807</b> MTIP ID TBD <i>New Project</i>	Metro	<b>Targeted Safe Routes to School Interventions in Portland Area (Metro)</b>	Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new Safe Streets For All Planning category grant to the MTIP to support safe routes to schools future upgrades.
(#3) ODOT Key # <b>23751</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Safety Assessment of Harrison Street Corridor</b>	The planning study will identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new SS4A \$320,000 grant award to the MTIP. Milwaukie will complete the project under direct recipient delivery rules.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(4) ODOT Key # <b>23790</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY26</b>	Transit funding for TriMet <u>in FFY 2026</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2026 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#5) ODOT Key # <b>23800</b> MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY27</b>	Transit funding for TriMet <u>in FFY 2027</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2027 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#6) ODOT Key # <b>23727</b> MTIP ID TBD	ODOT Public Transportation Division	<b>Oregon Transportation Network - TriMet FFY25</b>	TriMet funding for <u>FFY 2025</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	<b><u>ADD FUNDING:</u></b> The project was originally added to the MTIP as part of the October formal amendment. Subsequent to Council approval for the amendment bundle, ODOT discovered an allocation mistake which is being corrected now. The correct FFY 2025 federal funding allocation is \$3,674,037.



Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # <b>23815</b> MTIP ID TBD <i>New Project</i>	ODOT, Caltrans and WSDOT	<b>I-5: Truck Charging and Fueling Stations</b>	<p>The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California’s Department of Transportation (Caltrans), and totals \$102.3 million supporting a three-state project area focus. The name of the CFI grant award is the “West Coast Truck Charging and Fueling Corridor Project”.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new CFI award. The ODOT grant share is \$21,133,653. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</p>
(#8) ODOT Key # <b>23759</b> MTIP ID TBD <i>New Project</i>	Oregon City	<b>Washington Street: Metro South - Abernethy Rd</b>	<p>In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals \$4 million dollars.</p>
(#9) ODOT Key # <b>23813</b> MTIP ID TBD <i>New Project</i>	Portland	<b>82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)</b>	<p>Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.</p>	<p><b><u>ADD NEW PROJECT:</u></b>            The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of \$9,600,000 to the MTIP.</p>

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#10) ODOT Key # <b>23811</b> MTIP ID TBD <i>New Project</i>	TriMet	<b>Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)</b>	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # <b>23787</b> MTIP ID TBD <i>New Project</i>	Tualatin	<b>Tualatin and Neighbors Charging Up (TANC-UP)</b>	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of \$15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Proposed Amendment Review and Approval Steps	
Date	Action
<b>November FFY 2025 (NV25-02-NOV) Formal Amendment estimated processing and approval timing</b>	
Tuesday, December 3, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, December 6, 2024	December 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, December 19, 2024	December 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Friday, January 3, 2025	End the 30-day public comment period.
Thursday, January 9, 2025	Metro Council meeting. Request final Metro approval for the December FFY 2025 MTIP Formal Amendment bundle under amendment DC25-03-DEC. (Proposed to be a Consent Calendar item.)
Wednesday, January 15, 2025	Submit final Metro approved FFY 2025 December Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late February, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Add \$5 million awarded Carbon funds to the project

**Project #1**

Project Details Summary							
<b>ODOT Key #</b>	<b>23623</b>	RFFA ID:	N/A	RTP ID:	11664	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71430</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		<b>DC25-03-DEC</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The formal amendment adds the remaining authorized \$5 million of awarded Carbon funds to the project. The project was originally awarded a total of \$6 million dollars split with \$5 million Metro Approved Carbon funds and \$1 million of STBG-U. \$800k of STBG was reprogrammed and replaced by Carbon funds. The remaining authorized \$5 million of Carbon funds are being added through this amendment. . CRP funds will contribute to Metro and partners advancing the project to final design and completing the NEPA phase of the project. This work includes pre-NEPA scoping, design work, addressing NEPA requirements, development of FTA rating materials, and other activities needed to achieve an FTA CIG Small Starts Grant Agreement. The scope of works has been defined to support required Preliminary Engineering phase requirements.

Project Name:	<b>Tualatin Valley Hwy Transit &amp; Development Project - Continued</b>					
Lead Agency:	<b>Metro</b>	Applicant:	Metro		Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**

Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

**MTIP Detailed Description (Internal Metro use only):**

A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

**STIP Description:**

OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Corridor/Area Planning PLANNG, OP-Carbon						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									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 200,000</del>						\$ -
STBG-U	Y230	2025		\$ 200,000					\$ 200,000
<del>Carbon</del>	<del>Y601</del>	<del>2025</del>						<del>\$ 800,000</del>	\$ -
Carbon	Y601	2025		\$ 5,800,000					\$ 5,800,000
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
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
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 22,891</del>						\$ -
Local	Match	2025		\$ 22,891					\$ 22,891
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 91,564</del>	\$ -
Local	Match	2025		\$ 663,836					\$ 663,836
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ 222,891</del>	<del>\$ -</del>	\$ -	\$ -	\$ -	<del>\$ 891,564</del>	<del>\$ 1,114,455</del>
Amended Programming Totals			\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost									\$ 6,686,727
Total Cost in Year of Expenditure:									\$ 6,686,727

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (222,891)	\$ 6,686,727	\$ -	\$ -	\$ -	\$ (891,564)	\$ 5,572,272
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	500.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	0.00%	10.27%	N/A	N/A	N/A	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	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%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
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%	89.73%	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%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
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:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>Yes</b>	<b>If yes, expected FTA conversion code:</b>			<b>5307</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro awarded Carbon funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New Carbon funds are being added to the MTIP,.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Metro Council June 15, 2023 Carbon awards item.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Metro Council Approval</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR8	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Arterial		Cross Street		Cross Street
	OR 8/Pacific Ave/19th Ave/		B Street (Forest Grove)		Beaverton Transit Center (Beaverton
	Tualatin Valley Highway				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>11664 - Corridor Investment Areas Activities for 2023-2030</b>
RTP Project Description:	<b>The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.</b>
<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>No.</b>
3. Is the project included as part of the approved: UPWP?	<b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP?	<b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment?	<b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	<b>Not applicable</b>

4. Applicable RTP Goals:

**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.

**Goal #2 - Safer System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal #3 - Equitable Transportation:**

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.

**Goal #4 - Thriving Economy:**

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region

**Goal #5: Climate Action and Resiliency:**

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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
Carbon	The Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation carbon dioxide (CO2) emissions from on-road highway sources. These are 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

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

<b>TPAC Recommended Investment Package</b>	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 <sup>nd</sup> 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

**Description of Package Element Options**

**Tualatin Valley Highway Bus Rapid Transit (BRT):** A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration’s Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

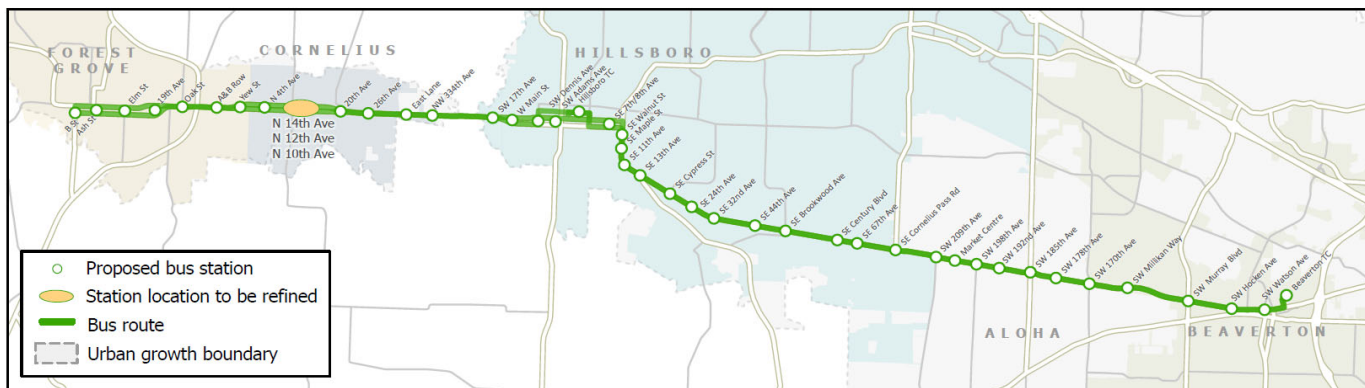
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	Urban Other Principal Arterial

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
	X	X	X	X	X	X	X	





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new SS4A planning award to  
 the MTIP

**Project #2**

Project Details Summary							
ODOT Key #	23807	RFFA ID:	N/A	RTP ID:	12021	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:				

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new SS4A 2024 Round 3 planning category award to the MTIP. The project will focus on developing SR2S strategies around the Roosevelt High School area. The SS4A planning grant is a \$1,110,000 federal award from the Safe Streets For All Round 3 Planning category. The project will be delivered under direct recipient rules meaning Metro will work directly with FHWA to develop the project agreement, obligate and expend the funds, and delivery the approved scope elements.

Project Name:	<b>Targeted Safe Routes to School Interventions in Portland Area (Metro)</b>						
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**  
 Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

**MTIP Detailed Description (Internal Metro use only):**  
 SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

**STIP Description:**  
 TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANNG							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									
SS4A24	OTH0	2025	\$ 1,110,000						\$ 1,110,000
									\$ -
Federal Totals:			\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
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	2025	\$ 277,500						\$ 277,500
									\$ -
Local Totals:			\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Total Estimated Project Cost									\$ 1,387,500
Total Cost in Year of Expenditure:									\$ 1,387,500

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	0.00%	N/A	0.00%	20.00%

#### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Total	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500

#### 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%	80.00%
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%	20.00%
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	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
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:							TBD
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?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2024 Round 3 Safe Streets For All (SS4A) discretionary grant</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New SS4A awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the November SS4A Round 3 awards notification.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT/SS4A approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	
	Multiple		Multiple	Multiple	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	A = In approved MTIP moving forward to obligate funds	
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						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Planning and Technical Studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 12021: Regional Safe Routes to School Program Activities for 2023-2030</b>
RTP Project Description:	<b>Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.</b>
<b>Additional RTP Consistency Check Areas</b>	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>No.</b>
3. Is the project included as part of the approved: UPWP?	<b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP?	<b>An administrative modification to the UPWP is assumed yes.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment?	<b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	<b>Metro funded stand-alone</b>
4. Applicable RTP Goals:	
<b><u>Goal #2 - Safer System:</u></b>	
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
<b><u>Goal #3 - Equitable Transportation:</u></b>	
Objective 3.1 - Transportation Equity: 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?	<b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

**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, December 3, 2024 to Friday, January 3, 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
SS4A24	Fund type code used to identify the federal funds designated to be used for the SS4A awards.



## Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

### Oregon

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000

* a. Applicant	OR-003	* b. Program/Project	OR-003
Attach an additional list of Program/Project Congressional Districts if needed.			
		<a href="#">Add Attachment</a>	<a href="#">Delete Attachment</a>
17. Proposed Project:			
* a. Start Date:	07/01/2025	* b. End Date:	06/30/2028
18. Estimated Funding (\$):			
* a. Federal	1,110,000.00		
* b. Applicant			
* c. State			
* d. Local	277,500.00		
* e. Other			
* f. Program Income			
* g. TOTAL	1,387,500.00		



Modeling Network , NHS, and Performance Measure Designations

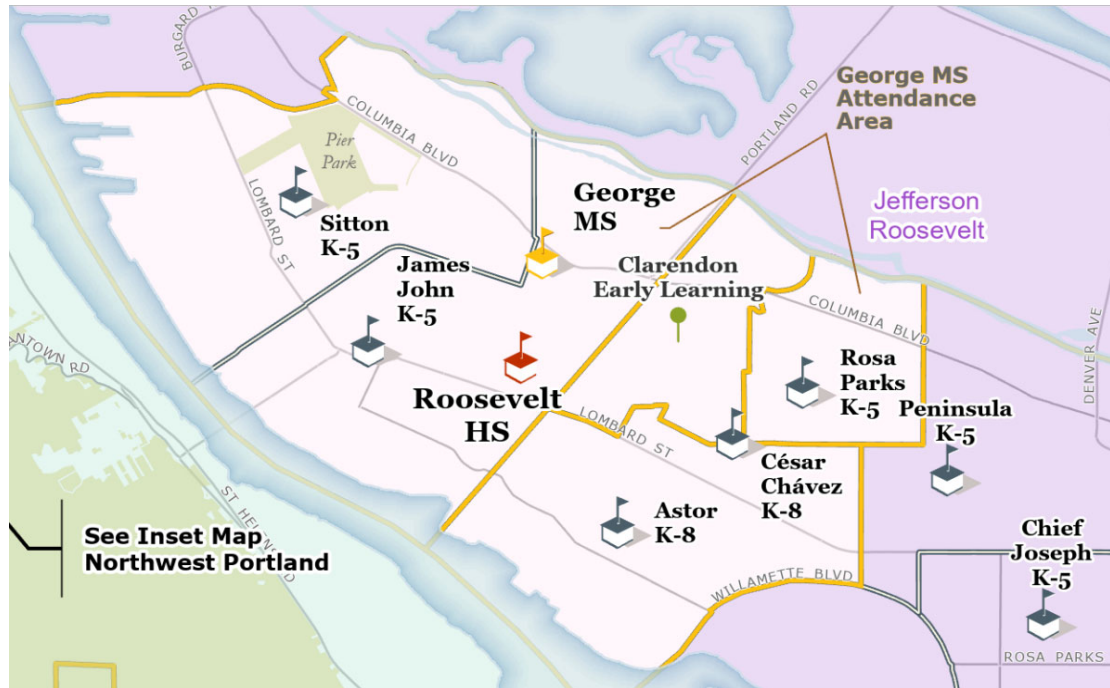
National Highway System and Functional Classification Designations

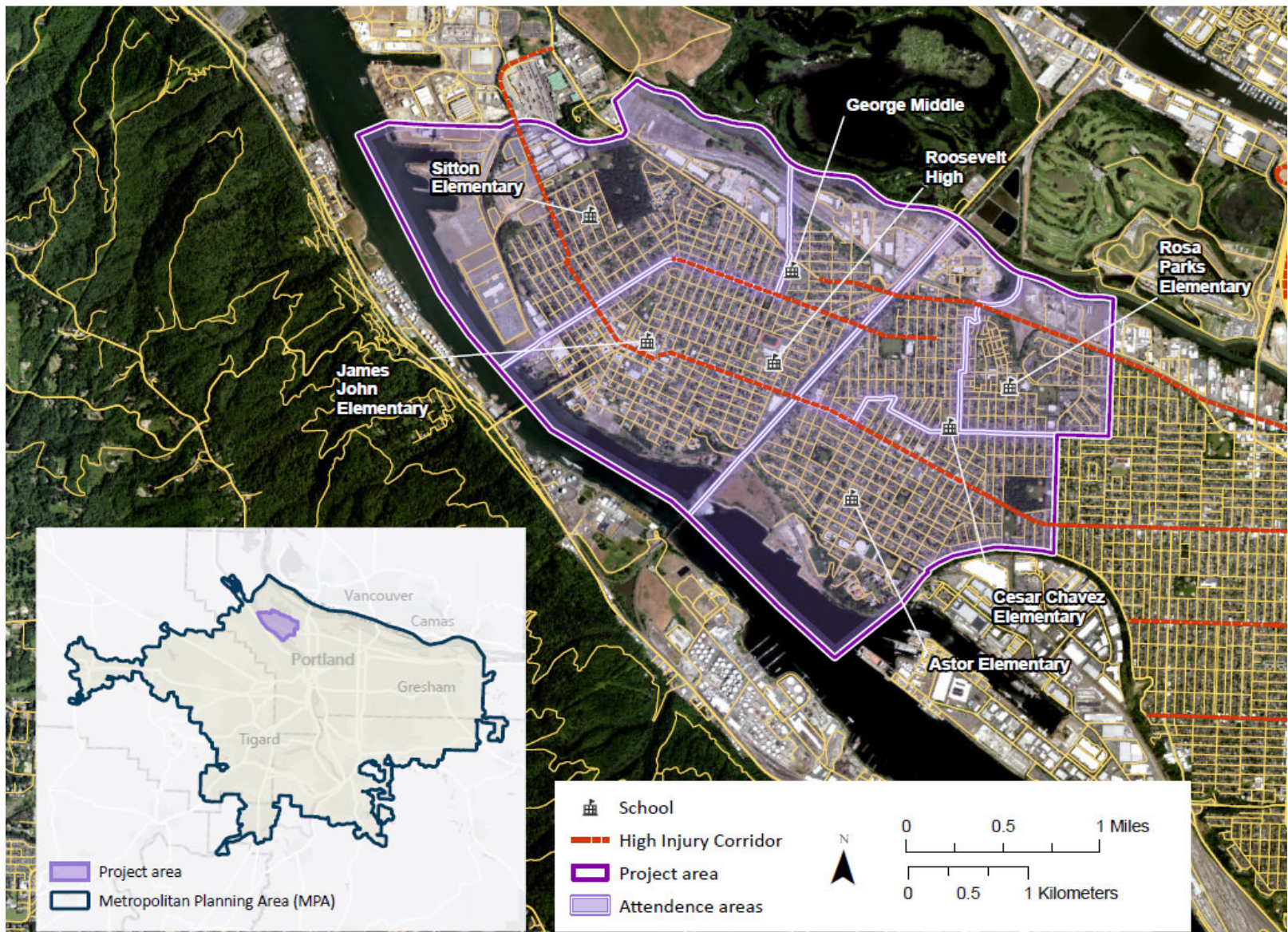
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

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
				X		X		

Added notes: "Yes" across multiple EFAs







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new SS4A Planning project to the MTIP

**Project #3**

Project Details Summary							
ODOT Key #	23751	RFFA ID:	N/A	RTP ID:	11537, 11540, 11542	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-1888	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new SS4A Planning category awarded project to the MTIP.

Project Name:	<b>Safety Assessment of Harrison Street Corridor</b>						
Lead Agency:	Milwaukie	Applicant:	Milwaukie	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

**Short Description:**  
 Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

**MTIP Detailed Description (Internal Metro use only):**  
 In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

**STIP Description:**  
 This award will be used by Milwaukie to identify crash hotspots and contributing factors within the Harrison Street corridor. The study will evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning	Corridor/Area Planning						Planning		
ODOT Work Type:	PLANNG								
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									
SS4A24	OTH0	2025	\$ 320,000						\$ 320,000
									\$ -
Federal Totals:			\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
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	2025	\$ 80,000						\$ 80,000
									\$ -
Local Totals:			\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total Estimated Project Cost									\$ 400,000
Total Cost in Year of Expenditure:									\$ 400,000

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:	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	0.00%	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Total	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.00%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.00%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	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	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
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:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
						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	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Federal Safe Streets for All (SS4A) planning category discretionary funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes, new SS4A awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the SS4A awards notification list.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT SS4A grant office approval was required,</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	
	SE Harrison St		OR99E (SE McLoughlin Blvd)	SE 43rd Ave	

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	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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
Potentially Impacted RTP Constrained Project IDs and Names:	<b>The planning project relates back to three 2023 RTP constrained projects:</b> <b>ID 11537: Group 4--Pedestrian Improvements at Hwy 224</b> <b>ID 11540: Group 8--Street Connectivity &amp; Intersection Improvement Projects</b> <b>ID 11542: Harrison St Capacity Improvements</b>
RTP Project Description:	<b>11537: Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches.</b> <b>11540: Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function.</b> <b>Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.</b> <b>11542: Widen to standard three lane cross section.</b>
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>	
3. Is the project included as part of the approved: UPWP? <b>No. An administrative amendment will occur to add the project as an externally led project</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Non-Metro funded, externally led regionally significant planning project.</b>	

4. Applicable RTP Goals:
- 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.
- Goal #2 - Safe System:**  
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- Goal #3 - Equitable Transportation:**  
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 Tuesday, December 3, 2024 to Friday, January 3, 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
SS4A24	Federal Safe Streets For All Planning category awarded discretionary funds that support efforts to prevent roadway deaths and serious injuries

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	100.00%	400,000.00	80.00%	320,000.00	0.00%	0.00	20.00%	80,000.00
	<b>PL Totals</b>		<b>100.00%</b>	<b>400,000.00</b>		<b>320,000.00</b>		<b>0.00</b>		<b>80,000.00</b>
<b>Grand Totals</b>				<b>400,000.00</b>		<b>320,000.00</b>		<b>0.00</b>		<b>80,000.00</b>





## Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

### Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308
<b>Oregon Total</b>				<b>\$1,580,308</b>

**Modeling Network , NHS, and Performance Measure Designations**

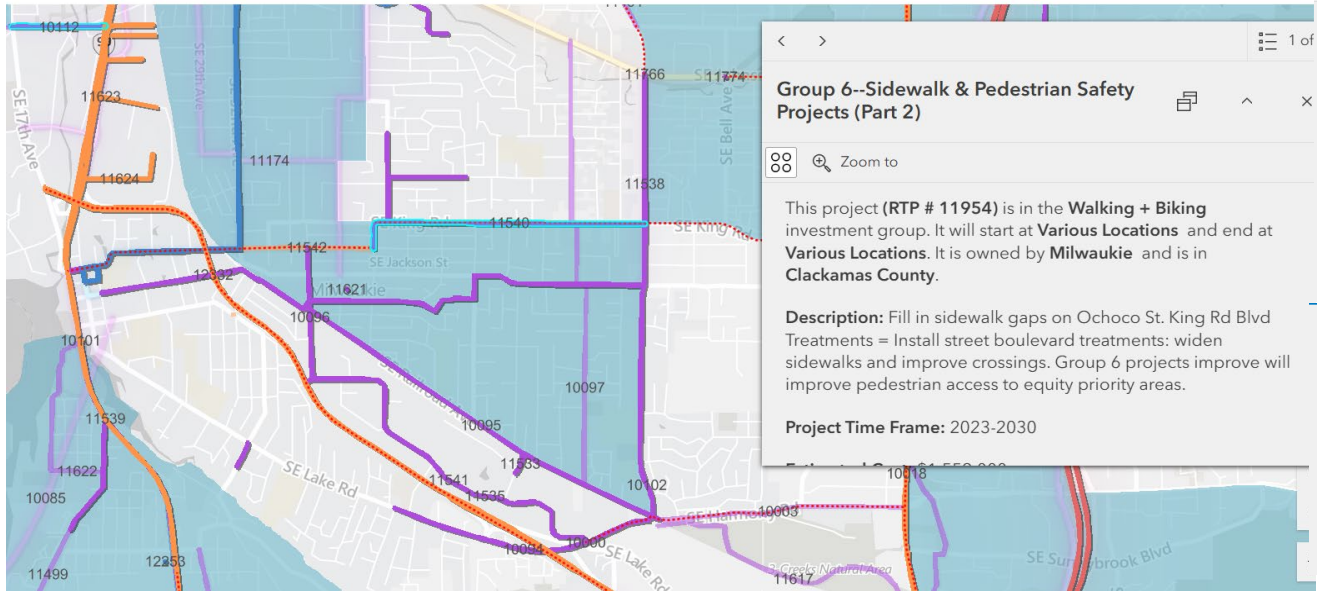
**National Highway System and Functional Classification Designations**

System	Y/N	Route	Designation
NHS Project	No	Harrison Street	No designation
Functional Classification	Yes	Harrison Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Harrison Street	Urban Minor Arterial

RTP Consistency and Performance Measure References:

As a planning project, performance measurements are not applicable. However, the Harrison St Safety Assessment Study may have impacts upon future RTP corridor street improvements projects

RTP ID	RTP Project Name	Applicable Scoping Element
11537	Group 4--Pedestrian Improvements at Hwy 224	Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 ( <b>Harrison St</b> , Monroe St, Oak St, 37th Ave, Freeman Way).
11540	Group 8--Street Connectivity & Intersection Improvement Projects	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.
11542	Harrison St Capacity Improvements	Widen to standard three lane cross section.



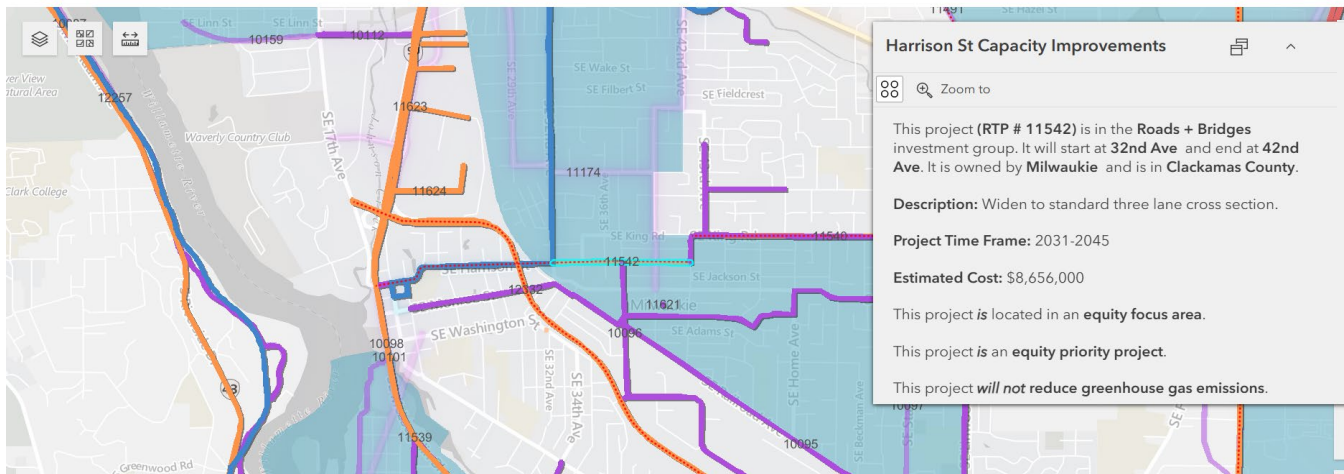
**Group 6--Sidewalk & Pedestrian Safety Projects (Part 2)**

This project (RTP # 11954) is in the **Walking + Biking** investment group. It will start at **Various Locations** and end at **Various Locations**. It is owned by **Milwaukie** and is in **Clackamas County**.

**Description:** Fill in sidewalk gaps on Ochoco St. King Rd Blvd  
Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas.

**Project Time Frame:** 2023-2030

- Estimated Cost: \$1,559,000
- This project *is* located in an **equity focus area**.
- This project *is* an **equity priority project**.
- This project *will* **reduce greenhouse gas emissions**.
- This project *does* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.
- This project *does* address a **multimodal gap** in the transportation system.



**Harrison St Capacity Improvements**

This project (RTP # 11542) is in the **Roads + Bridges** investment group. It will start at **32nd Ave** and end at **42nd Ave**. It is owned by **Milwaukie** and is in **Clackamas County**.

**Description:** Widen to standard three lane cross section.

**Project Time Frame:** 2031-2045

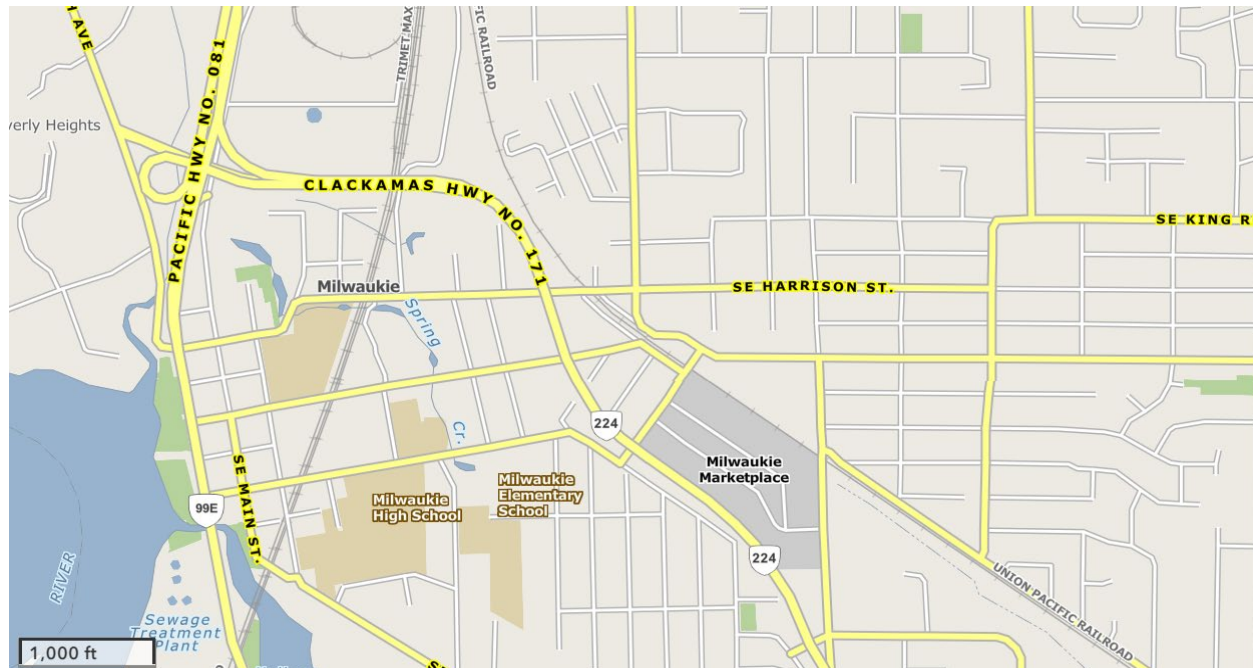
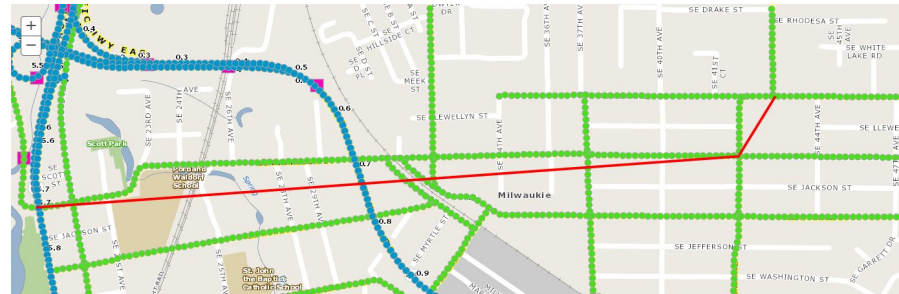
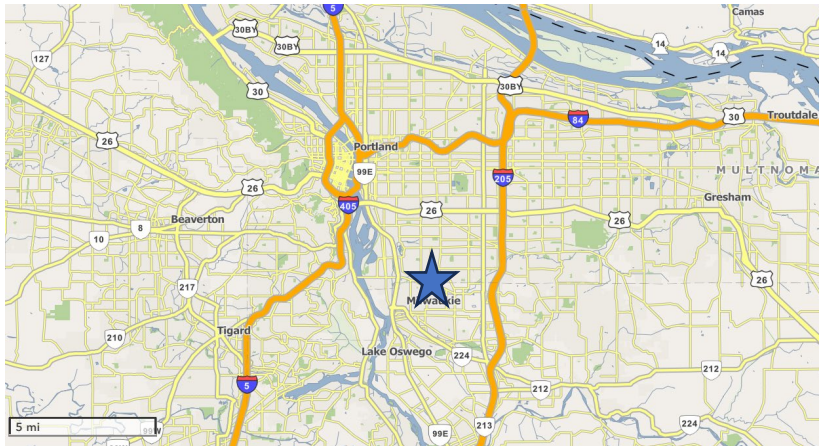
**Estimated Cost:** \$8,656,000

This project *is* located in an **equity focus area**.

This project *is* an **equity priority project**.

This project *will not* **reduce greenhouse gas emissions**.

- This project *does not* have identified **safety benefits**.
- This project *is* located in a **high injury corridor**.
- This project *is not* located on the **regional emergency transportation/state seismic lifeline route**.
- This project *is* located in a **current job center**.
- This project *is not* located in a **planned job center**.
- This project *does* include **multimodal (non-motor vehicle) design elements**.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 project  
 for TriMet in 2026

**Project #4**

Project Details Summary							
ODOT Key #	23790	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>DC25-03-DEC</b>		STIP Amendment ID:		24-27-2082	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs in FFY 2026. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	<b>Oregon Transportation Network - TriMet FFY26</b>						
Lead Agency:	<b>ODOT PTD</b>	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>YES</b>		

**Short Description:**  
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

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**MTIP Detailed Description (Internal Metro use only):**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

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**STIP Description:**  
 Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement		
	Transit - Vehicles		Vehicle Replacement						
		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
<b>Federal Funds</b>									
State STBG	Y240	2026						\$ 3,674,037	\$ 3,674,037
								\$ -	\$ -
<b>Federal Totals:</b>			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026						\$ 420,510	\$ 420,510
								\$ -	\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**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%	89.7%	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:							Flex Transfer
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:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>	<b>If yes, expected FTA conversion code:</b>			<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transportation Division awarded funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New ODOT PTD awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via Region 1 STIP Coordinator confirmation.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT PTD approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	T21	Identified in Transit Plan and approved by Board. Moving forward to program in 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						



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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u><b>Goal #3 - Equitable Transportation:</b></u> 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. <u><b>Goal #5 - Climate Action and Resilience:</b></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? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

**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, December 3, 2024 to Friday, January 3, 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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

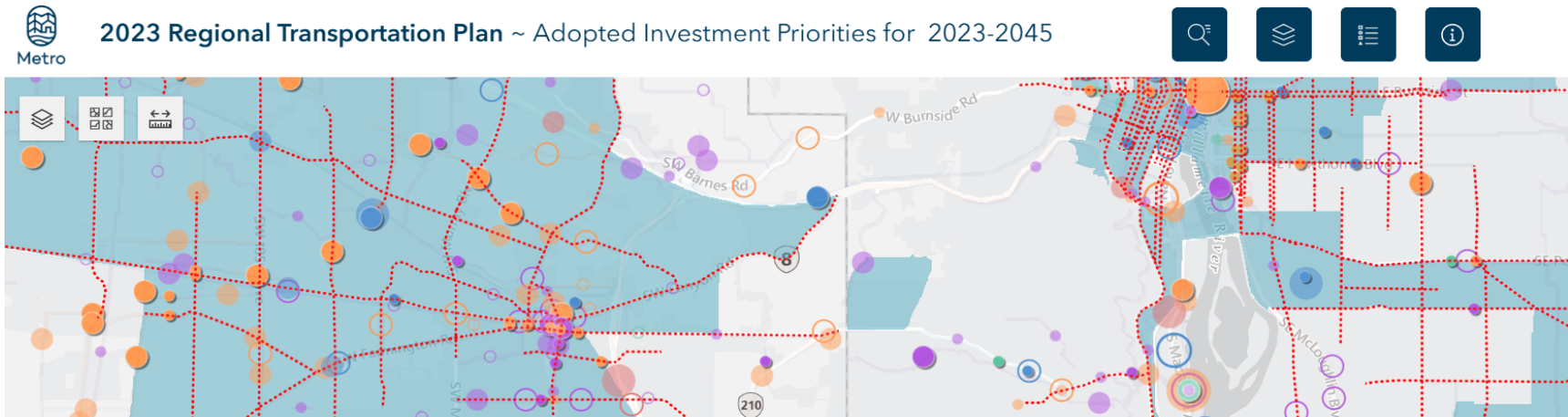
**Fund Codes**

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 IJJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
<b>Grand Totals</b>				<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
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	
	X	X		X	X			
Added notes:								



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new ODOT PTD 5310 focused project in FFY 2027 for TriMet

**Project #5**

Project Details Summary							
ODOT Key #	23800	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		<b>DC25-03-DEC</b>		STIP Amendment ID:		24-27-2097	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	<b>Oregon Transportation Network - TriMet FFY27</b>						
Lead Agency:	<b>ODOT PTD</b>	Applicant:	ODOT		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	<b>YES</b>	

**Short Description:**  
 Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

**MTIP Detailed Description (Internal Metro use only):**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

**STIP Description:**  
 Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details										
Project Type	Category		Features				System Investment Type			
Transit ODOT Work Type:	Transit - Capital		Capital Vehicles Operations				Capital Improvement			
	Transit - Vehicles		Vehicle Replacement							
		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	
<b>Federal Funds</b>										
State STBG	Y240	2027						\$ 3,674,037	\$ 3,674,037	
								\$ -	\$ -	
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037	
<b>State Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
									\$ -	
									\$ -	
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Local Funds</b>										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
Local	Match	2027						\$ 420,510	\$ 420,510	
								\$ -	\$ -	
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510	
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total	
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547	
Total Estimated Project Cost									\$ 4,094,547	
Total Cost in Year of Expenditure:									\$ 4,094,547	

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	#DIV/0!	#DIV/0!	0.00%	0.00%	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**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%	89.7%	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:							Flex
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>	<b>If yes, expected FTA conversion code:</b>			<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Public Transportation Division awarded funding.
2. Does the amendment include changes or updates to the project funding? <b>Yes. New ODOT PTD awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via Region 1 STIP Coordinator confirmation.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT PTD approval.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	2027	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in 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						

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

**Additional RTP Consistency Check Areas**

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u><b>Goal #3 - Equitable Transportation:</b></u> 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. <u><b>Goal #5 - Climate Action and Resilience:</b></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? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>



**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, December 3, 2024 to Friday, January 3, 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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

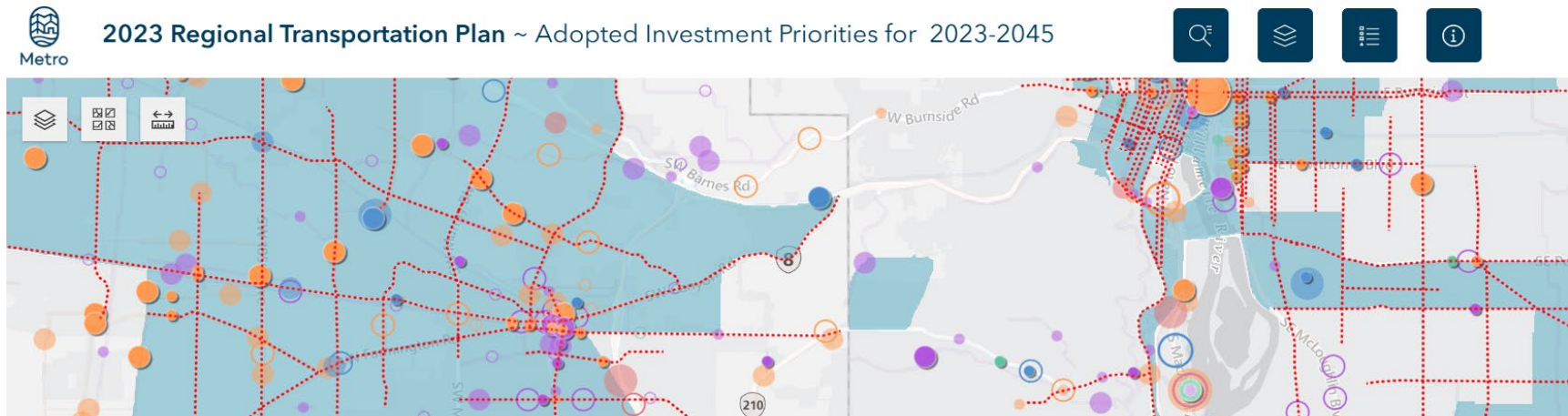
**Fund Codes**

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 IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
<b>Grand Totals</b>						<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
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	
	X	X		X	X			
Added notes:								



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

MTIP Formal Amendment  
**ADD FUNDS**  
 Correct initial programming  
 mistake by adding funds

**Project #6**

Project Details Summary							
ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5310</b>
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1494		

**Summary of Amendment Changes Occurring:**  
 In the October FFY 2025 MTIP Formal Amendment bundle, Key 23727 was added based on an awarded STBG amount of \$1,700,000. The initial programming provided funding supporting 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Upon further review of the funding ODOT PTD discovered they had inadvertently entered the wrong Stated STBG amount for the project. The actual authorized State STBG for the project is \$3,674,037. As part of the December FFY 2025 MTIP formal amendment bundle, the funding correction is occurring.

Project Name:	<b>Oregon Transportation Network - TriMet FFY25</b>						
Lead Agency:	ODOT (PTD)	Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes		Delivery as Direct Recipient:	<b>Yes</b>	

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

**Short Description**  
 TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

**MTIP Detailed Description (Internal Metro use only):**  
 Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)

**STIP Description:**  
 Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
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
<b>Federal Funds</b>									
<del>State STBG</del>	<del>Y240</del>	<del>2025</del>						<del>\$ 1,700,000</del>	\$ -
State STBG	Y240	2025						\$ 3,674,037	\$ 3,674,037
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 194,572</del>	\$ -
Local	March	2025						\$ 420,510	\$ 420,510
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,894,572</del>	<del>\$ 1,894,572</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost							\$ 4,094,547
Total Cost in Year of Expenditure:							\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,199,975	\$ 2,199,975
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	116.1%	116.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547

**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:							Grant ID
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:							
<b>Are federal funds being flex transferred to FTA?</b>		<b>YES</b>	<b>If yes, expected FTA conversion code:</b>			<b>5310</b>	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>ODOT Public Transit Division.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment corrects the authorized State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, confirmation via an informal PTD allocation audit by Region 1.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Public Transit Division approval and confirmation by the Region 1 STIP Coordinator and State STIP Coordinator.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in 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	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 Regional PGB HIC and EFA not applicable
	X				X			

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represent a regional transit system upgrade at his time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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. 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 Goal:  
**Goal # 3 - Transportation Choices:**  
 Objective 3.3 - Access to Transit: Increase household and job access to 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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.



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 IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>
<b>Grand Totals</b>				<b>4,094,547.00</b>		<b>3,674,037.00</b>		<b>0.00</b>		<b>420,510.00</b>



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new CFI awarded project  
 for ODOT to the MTIP

**Project #7**

Project Details Summary							
ODOT Key #	23815	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2148	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new Charging and Fueling Infrastructure (CFI) grant project to the MTIP. The grant is a 3-state award and was awarded to Caltrans with ODOT and WSDOT as partners. The totals CFI grant award is \$102.3 million dollars. ODOT's federal portion is \$21,133,653. The funding will support the efforts to deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. Note: Specific site locations have not yet been identified and finalized.

Project Name:	<b>I-5: Truck Charging and Fueling Stations</b>						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Added Note: This project is part of a 3-state CFI award totaling \$102 million. The award totals \$102.3 million and is to Caltrans with ODOT and WSDOT also partnering in the grant award.

**Short Description:**  
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

**MTIP Detailed Description (Internal Metro use only):**  
 In Oregon along the I-5 corridor, deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.(

**STIP Description:**  
 Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	SPPROG		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-CFI24	ACPO	2025		\$ 3,163,821					\$ 3,163,821
AC-CFI24	ACPO	2026					\$ 17,969,832		\$ 17,969,832
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 800,112					\$ 800,112
Local	Match	2026					\$ 4,492,458		\$ 4,492,458
									\$ -
<b>Local Totals:</b>			\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

Total Estimated Project Cost \$ 26,426,223

Total Cost in Year of Expenditure: \$ 26,426,223

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:	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Amended Phase Matching Percent:	N/A	20.18%	N/A	N/A	20.00%	0.00%	20.03%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,163,821	\$ -	\$ -	\$ 17,969,832	\$ -	\$ 21,133,653
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,492,458	\$ -	\$ 5,292,570
Total	\$ -	\$ 3,963,933	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,223

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	79.82%	0.00%	0.0%	80.00%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.18%	0.00%	0.0%	20.00%	0.0%	20.03%
Total	0.0%	100.0%	0.0%	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%	12.0%	0.0%	0.0%	68.0%	0.0%	79.97%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.0%	0.0%	0.0%	17.0%	0.0%	20.03%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2030
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? <b>FFY 2024 USDOT Charging and Fueling Infrastructure (CFI) funding award.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New CFI awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the CFI grant awards notification.</b>
4. What level did the funding award and approval require? <b>USDOT CFI program office approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	

Added Notes: No specific locations have yet to be identified. The target limits are along I-5 in Oregon from border to border.

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	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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12351 - ODOT Carbon Reduction &amp; Electric Vehicle Infrastructure Programs: 2024-2030</b>
RTP Project Description:	<b>Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.</b>

<b>Additional RTP Consistency Check Areas</b>
-----------------------------------------------

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></u> 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. <u><b>Goal #5 - Climate Action and Resilience:</b></u> Objective .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? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

**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, December 3, 2024 to Friday, January 3, 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
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CFI24	Advance Construction funds with the expected conversion fund code to be from the USDOT Charging and Fueling Infrastructure program
Charging and Fueling Infrastructure reference	Funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

**Key Number:**

**23815**

**2024-2027 STIP**

**Project Name:**

**I-5: Truck Charging and Fueling Stations**

**(DRAFT AMENDMENT BB)**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	3,963,933.59	79.81%	3,163,821.52	0.00%	0.00	20.19%	800,112.07
	<b>PE Totals</b>		<b>100.00%</b>	<b>3,963,933.59</b>		<b>3,163,821.52</b>		<b>0.00</b>		<b>800,112.07</b>
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	22,462,290.34	80.00%	17,969,832.27	0.00%	0.00	20.00%	4,492,458.07
	<b>CN Totals</b>		<b>100.00%</b>	<b>22,462,290.34</b>		<b>17,969,832.27</b>		<b>0.00</b>		<b>4,492,458.07</b>
<b>Grand Totals</b>						<b>21,133,653.79</b>		<b>0.00</b>		<b>5,292,570.14</b>

Charging and Fueling Infrastructure Program Grant Recipients  
Round 1B Grant Award Recipients

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description
CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The <b>California Department of Transportation</b> will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	I-5	Interstate
Functional Classification	Yes	I-5	1 = Interstate
Federal Aid Eligible Facility	Yes	I-5	Interstate

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
		X		X		X	X	

Added notes: PM target identification only.







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the FFY 2024 CDS award to  
 the MTIP

**Project #8**

**Project Details Summary**

ODOT Key #	23759	RFFA ID:	N/A	RTP ID:	10120	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	OR 226	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC	STIP Amendment ID:		24-27-1917		

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) award for Oregon City to the MTIP.

Project Name:	<b>Washington Street: Metro South - Abernethy Rd</b>						
Lead Agency:	Oregon City	Applicant:	Oregon City		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

**Short Description:**  
 Modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area, plus installation of RRFB at a high volume pedestrian crossing area.

**MTIP Detailed Description (Internal Metro use only):**  
 In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high volume pedestrian crossing area (FFY 2024 CDS #226)

**STIP Description:**  
 Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at high volume pedestrian crossing area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
	Roadway - Pedestrian	Sidewalks - New	
		Crossing Treatments	
ODOT Work Type:	MODERN		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
CDS24	Y603	2025		\$ 655,926					\$ 655,926
CDS24	Y603	2026			\$ 116,649				\$ 116,649
CDS24	Y603	2027					\$ 3,226,691		\$ 3,226,691
<b>Federal Totals:</b>			\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 75,074					\$ 75,074
Local	Match	2026			\$ 13,351				\$ 13,351
Local	Match	2027					\$ 369,309		\$ -
<b>Local Totals:</b>			\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 88,425

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Total Estimated Project Cost							\$ 4,457,000
Total Cost in Year of Expenditure:							\$ 4,457,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	10.27%	0.00%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Total	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
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%	14.7%	2.6%	0.0%	72.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	0.3%	0.0%	8.3%	0.0%	10.27%
Total	0.0%	16.4%	2.9%	0.0%	80.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2030
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? <b>FFY 2024 Congressionally Directed Spending (CDS) award (earmark)</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New CDS awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May 10, 2024 CDS awards guidance memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	
	Washington Street		Abernethy Rd	Metro South Transfer Station intersection	

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	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?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>10120 - Washington Street Bike &amp; Pedestrian Improvements (South)</b>
RTP Project Description:	<b>Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)</b>

**Additional RTP Consistency Check Areas**

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

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Comments are not expected</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.</b>

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.

**Project Name:** Washington Street: Metro South - Abernethy Rd (DRAFT AMENDMENT RR)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y603	FHWA Congressionally Directed Spending	100.00%	731,000.00	89.73%	655,926.30	0.00%	0.00	10.27%	75,073.70
	<b>PE Totals</b>			<b>100.00%</b>	<b>731,000.00</b>		<b>655,926.30</b>		<b>0.00</b>	<b>75,073.70</b>
RW	Y603	FHWA Congressionally Directed Spending	100.00%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	<b>RW Totals</b>			<b>100.00%</b>	<b>130,000.00</b>		<b>116,649.00</b>		<b>0.00</b>	<b>13,351.00</b>
CN	Y603	FHWA Congressionally Directed Spending	100.00%	3,596,000.00	89.73%	3,226,690.80	0.00%	0.00	10.27%	369,309.20
	<b>CN Totals</b>			<b>100.00%</b>	<b>3,596,000.00</b>		<b>3,226,690.80</b>		<b>0.00</b>	<b>369,309.20</b>
<b>Grand Totals</b>						<b>3,999,266.10</b>		<b>0.00</b>		<b>457,733.90</b>



# Memorandum

**Subject:** ACTION: Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205] Date: May 10, 2024  
In Reply Refer to: HISM-40

**From:** Peter J. Stephanos, Director, Office of Stewardship, Oversight, and Management **PETER JOHN STEPHANOS**  
Digitally signed by PETER JOHN STEPHANOS  
DN: cn=STEPHANOS, o=USDOT, ou=STO, email=pstephanos@dot.gov, c=US  
Date: 2024.05.10 09:38:49 -0400

**To:** Brian R. Bezio, Chief Financial Officer  
Division Administrators

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676,687 for Highway Infrastructure Programs (HIP) from the

State	Demo ID	Project	Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
			Project	State Total	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Washington Street	No designation
Functional Classification	Yes	Washington Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Washington Street	Urban Minor Arterial

Metro RTP Model Network Link Viewer v2.0 (beta)

Search for a project using name or RTP ID

Regional Center Road Extension

This project (RTP # 11543) is in the **Roads + Bridges** investment group. It will start at **Washington Street/Home Depot Driveway** and end at **Abernethy Road**. It is owned by **Oregon City** and is in **Clackamas County**.

**Description:** Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)

**Project Time Frame:** 2031-2045

**Estimated Cost:** \$29,620,000

This project located in an **equity focus area**.

This project an **equity priority project**.

This project **reduce greenhouse gas emissions**.

This project have identified **safety benefits**.

This project located in a **high injury corridor**.

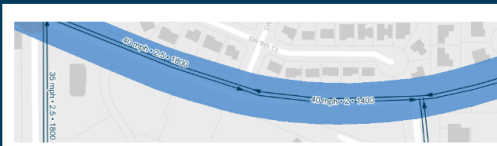
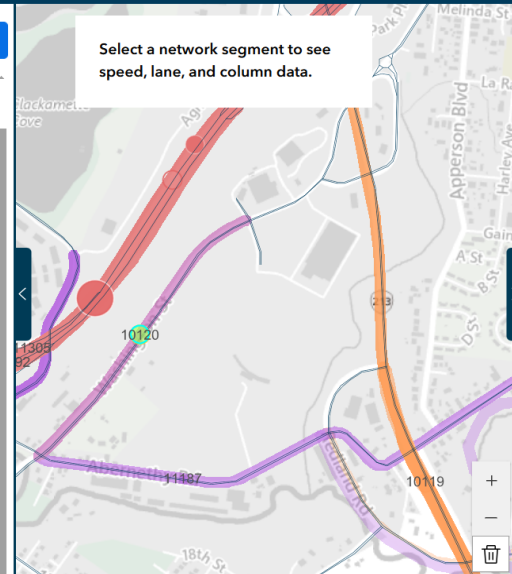
This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project located in a **current job center**.

This project located in a **planned job center**.

This project include **multimodal (non-motor vehicle) design elements**.

This project **address a multimodal gap** in the transportation system.



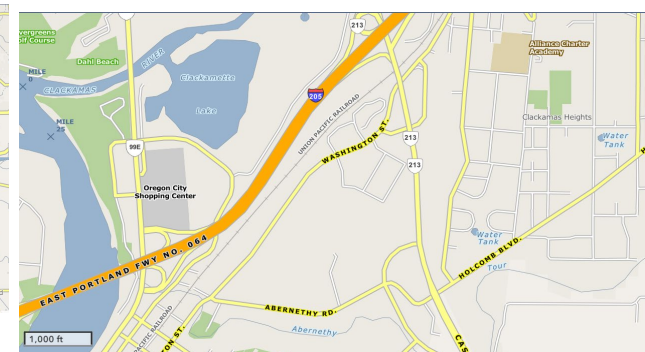
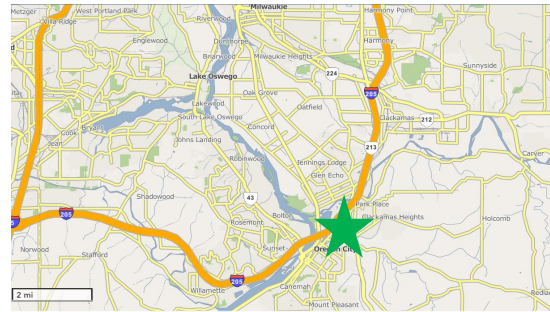
Bike legend

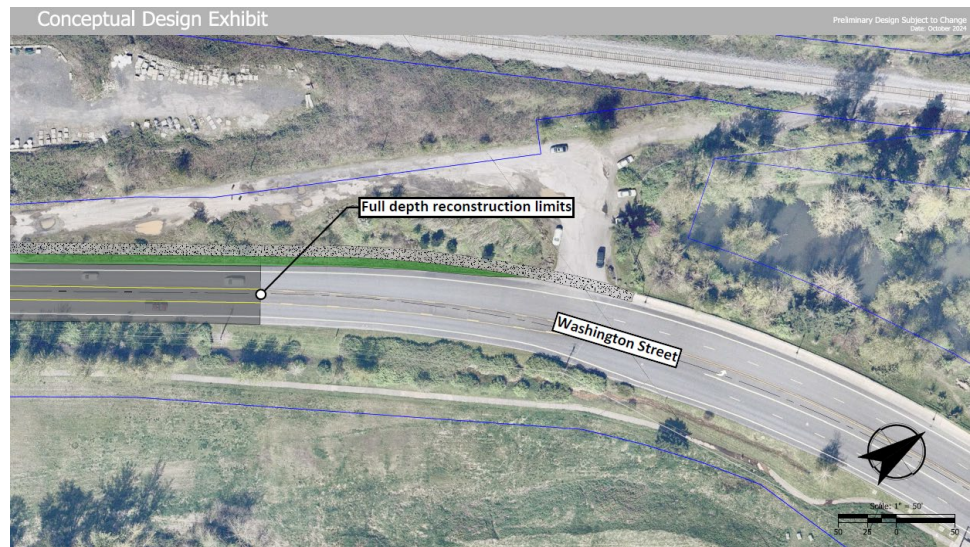
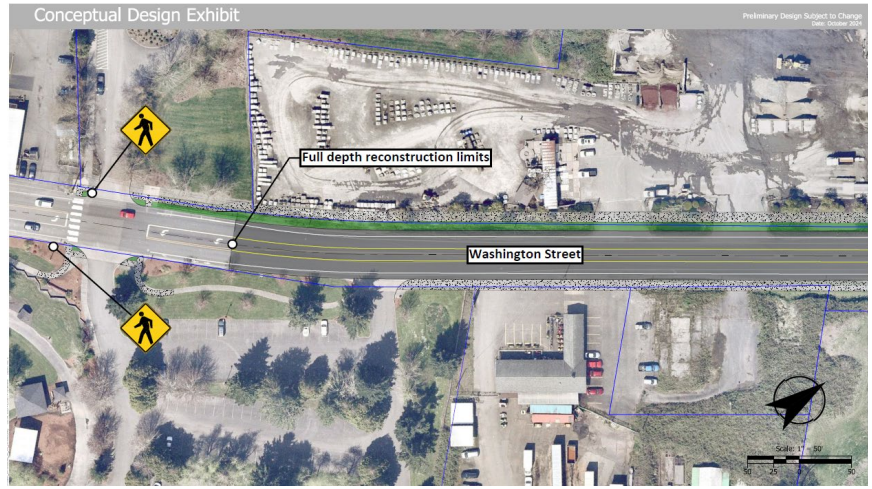
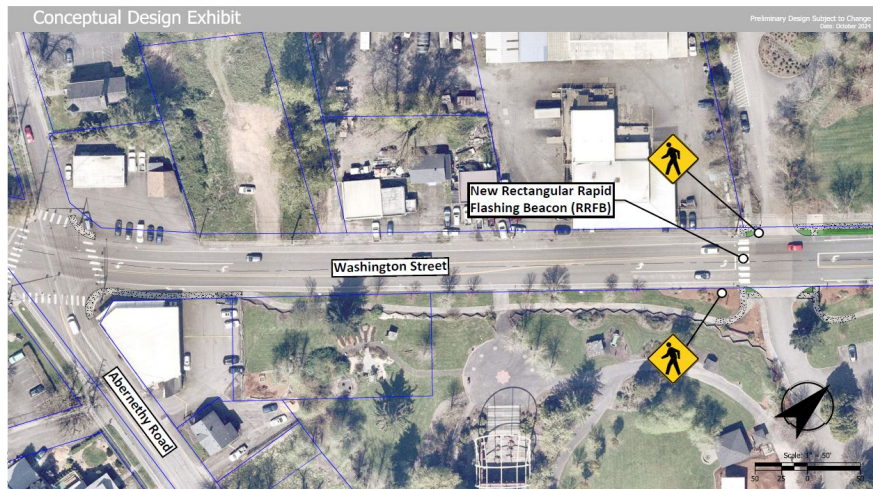
- Bike path
- Bike lane
- Protected bike lane
- Bike boulevard

RTP legend

	CONstrained	STRATEGIC	
	2023-2030	2031-2045	2031-2045
Information and technology			
Throughways			
Freight access			
Transit capital			
Roads and bridges			
Biking and walking			
Interstate Bridge Replacement			

Over \$1 B  
 \$100 M - \$1 B  
 \$25 - \$99 M  
 \$10 - \$24 M  
 \$1 - \$10 M









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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new SS4A  
 Implementation award to PE

**Project #9**

Project Details Summary							
ODOT Key #	23813	RFFA ID:	N/A	RTP ID:	11844	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new FFY 2024 Safe Streets For All Implementation category grant award for Portland into the MTIP

Project Name:	<b>82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)</b>						
Lead Agency:	Portland	Applicant:	Portland		Administrator:	FHWA	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

**Short Description:**  
 Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections and updating signal timing.

**MTIP Detailed Description (Internal Metro use only):**  
 Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)

**STIP Description:**  
 TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
		System Management and Operations	
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
<b>Federal Funds</b>									
SSFA24	OTH0	2025	\$ 1,600,000						\$ 1,600,000
SSFA24	OTH0	2025		\$ 2,921,248					\$ 2,921,248
SSFA24	OTH0	2027			\$ 80,000				\$ 80,000
SSFA24	OTH0	2027				\$ 80,000			\$ 80,000
SSFA24	OTH0	2028					\$ 4,918,752		\$ 4,918,752
<b>Federal Totals:</b>			\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 400,000						\$ 400,000
Local	Match	2025		\$ 730,312					\$ 730,312
Local	Match	2027			\$ 20,000				\$ 20,000
Local	Match	2027				\$ 20,000			\$ 20,000
Local	Match	2028					\$ 1,229,688		\$ 1,229,688
<b>Local Totals:</b>			\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Total Estimated Project Cost									\$ 155,000,000
Total Cost in Year of Expenditure:									\$ 155,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Programming represents 82nd Ave safety upgrades. It does not include the BRT upgrade which is being completed by TriMet in Key 23580.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Phase Change Percent:	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Amended Phase Matching Percent:	20.00%	20.00%	20.00%	20.00%	20.00%	N/A	20.00%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Total	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	80.00%	80.00%	80.0%	80.00%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	20.00%	20.00%	20.0%	20.00%	0.0%	20.00%
Total	100.0%	100.0%	100.0%	100.0%	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	13.3%	24.3%	0.7%	0.7%	41.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	3.3%	6.1%	0.2%	0.2%	10.2%	0.0%	20.00%
Total	16.7%	30.4%	0.8%	0.8%	51.2%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2031
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? <b>USDOT Safe Streets For All FFY 2024 Implementation Cycle</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New SSFA funding is being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the SSFA FFY 2024 awards notification.</b>
4. Did the funding change require federal, OTC, ODOT Director, or ODOT program manager approval? <b>USDOT approval from the SS4A grant program office was required,</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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		US30BY/Lombard St		SE Clatsop St

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	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Safety - Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 11844 - 82nd Ave Corridor Improvements</b>
RTP Project Description:	<b>Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.</b>

**Additional RTP Consistency Check Areas**


1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal # 1 -Mobility Options:</b></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><b>Goal #2 - Safer System:</b></u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u><b>Goal #3 - Equitable Transportation:</b></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.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The total project with an estimate of \$155 million does exceed the \$100 million threshold. However, it is not capacity enhancing, but a non-capacity safety type improvement project. Because it is a non-capacity enhancing project, the performance evaluation assessment does not apply to this project. Applicable safety improvements consistent with the RTP goals and strategies will be collected through the regular performance measurements monitoring process.</b>

**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, December 3, 2024 to Friday, January 3, 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 could be submitted.**
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
SS4A	Federal awarded funds supporting the Safe Streets for All (SS4A) funding program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The number at the end of the fund type code will usually represents the funding year cycle. Example (SS4A24 = awarded funds from the FFY 2024 cycle).



**Safe Streets and Roads for All  
(SS4A) Grants**



**U.S. Department  
of Transportation**

Rural

**Safe Systems on 82nd Ave: State Highway to Civic Corridor**


**Applicant: City of Portland**  
*Portland, Oregon*

**SS4A Award: \$9,600,000**

**Project Description**

The City of Portland is awarded \$9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.

**Figure 1: City of Portland Context Map**



Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	82nd Ave	82nd Ave/OR 213 has no designation per the FHWA HEPGIS NHS System Map
Functional Classification	Yes	82nd Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	Urban Other Principal Arterial



2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



### 82nd Ave Corridor Improvements

Zoom to

This project (RTP # 11844) is in the **Roads + Bridges** investment group. It will start at **NE Lombard St** and end at **SE Clatsop St**. It is owned by **Portland** and is in **Multnomah County**.

**Description:** Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.

This project **is** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

**Estimated Cost:** \$150,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce** **greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:

- **Cully/Roseway/Madison South:** The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.
- **Greater Montavilla:** South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.
- **Greater Jade District:** The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.
- **Lents:** From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.

## 82ND AVENUE DISTRICTS







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new USDOT ATTAIN funded project to MTIP

**Project #10**

Project Details Summary							
ODOT Key #	23811	RFFA ID:	N/A	RTP ID:	10927 (11104)	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds TriMet new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant award to the MTIP. The project will deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety and reduce traffic delays. The primary site location is at the MAX light rail crossing at 185th Ave in Washington County. The total federal grant award is \$2,360,000.

Project Name:	<b>Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)</b>						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

**Short Description (255 character limitation):**  
 Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions

**MTIP Detailed Description (Internal Metro use only):**  
 In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services

**STIP Description:**  
 TBD

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit Capital		Capital - Vehicle Operations				Systems Management, ITS, and Operations		
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									
ATTAIN24	OTH0	2025						\$ 2,360,000	\$ 2,360,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
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	2025						\$ 590,000	\$ 590,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Total Estimated Project Cost									\$ 2,950,000
Total Cost in Year of Expenditure:									\$ 2,950,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,000	\$ 590,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000

**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%	80.00%
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%	20.00%
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	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.00%
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%	20.0%	20.00%
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:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			No	

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>USDOT discretionary ATTAIN grant funding.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New discretionary federal funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the FY 2023-34 ATTAIN awards document.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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	Cross Street	
	185th Ave	MAX Light Rail Crossing		(just north of W Baseline Rd)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21, NEW	T21 = Identified in Transit Plan and approved by Board. Moving forward to program in 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						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>ID 10927: Operating Capital: Information Technology: Phase 1 Indirect tie-in to ID 11104 - Regional TSMO Program Investments for 2023-2030</b>
RTP Project Description:	<p><b>10927: Communication systems, information technology, cyber security and improvements to Hop.</b></p> <p><b>11104: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b></p>

<b>Additional RTP Consistency Check Areas</b>	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>

4. Applicable RTP Goals:

**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.

**Goal #2 - Safer System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal #3 - Equitable transportation:**

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 Tuesday, December 3, 2024 to Friday, January 3, 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
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-ATTN24	Federal Advance Construction funding with an expected conversion code to the Advanced Transportation Technology and Innovation (ATTAIN) Program



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## FY 2023-2024 Advanced Transportation Technology and Innovation (ATTAIN)

[Bipartisan Infrastructure Law \(BIL\) Key Programs under the Federal Highway Office of Operations](#)

[Awards - FHWA press release](#)

[FY23-24 ATTAIN Applicant States](#)

[FY23-24 ATTAIN Applicants by State](#)

### Smart Signals in Our Communities

North Carolina Department of Transportation

\$11,945,832

### EZData and NEOTech

NEORide, OH

\$1,600,000

### Regional Mobility-Enabling Service Hub (Regional MESH)

Lane Transit District, OR

\$5,215,123

### Cloud Connectivity for TriMet's Light Rail Vehicles

Tri-County Metropolitan Transportation District of Oregon, OR

\$2,360,000

### PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities

Vanderbilt University, TN

\$8,666,053

## Modeling Network , NHS, and Performance Measure Designations

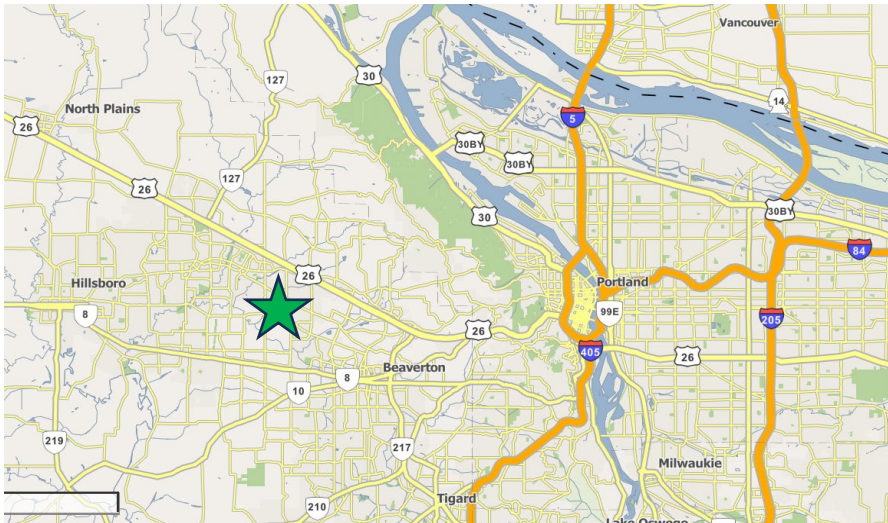
### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	185th Ave	Map 21 Principal Arterial
Functional Classification	Yes	185th Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	185th Ave	Urban Other Principal Arterial

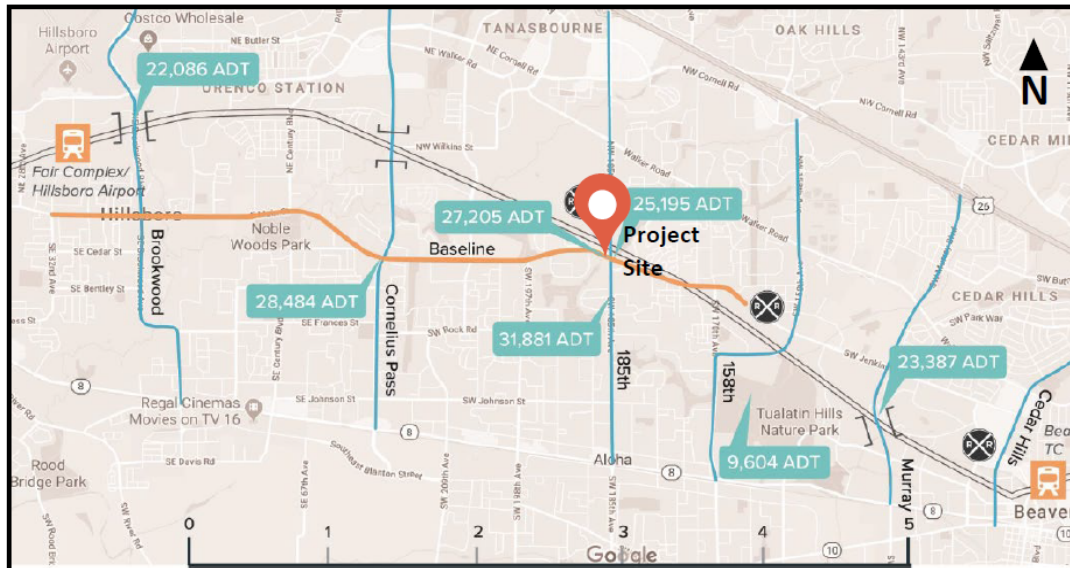
### Anticipated Required Performance Measurements Monitoring

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
				X	X	X	X	

Added notes: Located in HIC corridor = Yes. EFAs = Yes



The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.



While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new CFI awarded project to  
 the MTIP

**Project #11**

Project Details Summary							
ODOT Key #	23787	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-2079	

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds the new FHWA discretionary awarded Charging and Fueling Infrastructure \$15 million dollar grant to implement and deploy up to 125 EV Charging stations across the region to the MTIP.

Project Name:	<b>Tualatin and Neighbors Charging Up (TANC-UP)</b>						
Lead Agency:	Tualatin	Applicant:	Tualatin	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

**Short Description:**  
 Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems.

**MTIP Detailed Description (Internal Metro use only):**  
 In and across Oregon's North Willamette Valley, deploy and install Electric Vehicle (EV) charging stations to scale and expand the nation's charging network, reduce greenhouse gas emissions, and address gaps in access providing and supporting multi-family housing properties and various public facilities enabling populations that normally do not have access to at-home charging systems. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)

**STIP Description:**  
 This project will bring chargers to people with low- and moderate-incomes across Oregon's North Willamette Valley. In doing so, it will help scale the nation’s charging network, reduce greenhouse gas emissions, and address gaps in access. Chargers will primarily serve residents who do not currently have access to at-home charging with a focus on publicly accessible chargers at affordable multifamily housing properties and public facilities, such as libraries, parks, and community centers. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS and Operations
ODOT Work Type:	SPPROG		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-CF124	ACPO	2025	\$ 6,142,721						\$ 6,142,721
AC-CF124	ACPO	2025					\$ 7,688,000		\$ 7,688,000
<b>Federal Totals:</b>			\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025	\$ 1,535,680						\$ 1,535,680
Other	OTH0	2025					\$ 1,972,000		\$ 1,972,000
Other	OTH0	2025						\$ 292,320	\$ 292,320
<b>Local Totals:</b>			\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000

Total Estimated Project Cost \$ 18,800,000  
Total Cost in Year of Expenditure: \$ 18,800,000

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:	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Amended Phase Matching Percent:	20.00%	N/A	0.00%	0.00%	20.41%	20.00%	20.21%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Total	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	79.59%	0.0%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.41%	0.0%	20.21%
Total	0.0%	0.0%	0.0%	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	32.7%	0.0%	0.0%	0.0%	40.9%	6.2%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	8.2%	0.0%	0.0%	0.0%	10.5%	1.6%	20.21%
Total	40.8%	0.0%	0.0%	0.0%	51.4%	7.8%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
					Estimated Project Completion Date:		12/31/2029
Completion Date Notes:		All funds to obligate together during FFY 2025.					
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?	<b>FHWA FFY 2024 Round 1B Charging and Fueling Infrastructure discretionary grant program.</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. New CFI awarded funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes, via the FHWA Round 1B awards announcement.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>FHWA approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

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
	Regional at this time		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	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12351 - ODOT Carbon Reduction &amp; Electric Vehicle Infrastructure Programs: 2024-2030</b>
RTP Project Description:	<b>Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.</b>

**Additional RTP Consistency Check Areas**

1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal # 1 -Mobility Options:</u></b> Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region’s mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b> 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..</p> <p><b><u>Goal #5 - Climate Action and Resilience:</u></b> 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.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

**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, December 3, 2024 to Friday, January 3, 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 may occur.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

**Fund Codes References**

Other	General Local funds committed by the lead agency that can act as the required match to the federal funds, or cover additional phase costs beyond the m
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.

AC-CFI24 Advance Construction with the expected fund conversion code to be Charging in and Fueling Infrastructure (CFI) funds from the FFY 2024 award cycle.

**Key Number: 23787**

**2024-2027 STIP**

**Project Name: Tualatin and Neighbors Charging Up (TANC-UP)**

**(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
PL	ACPO	ADVANCE CONSTRUCT PR	80.00%	6,142,720.80	100.00%	6,142,720.80	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	1,535,680.20	0.00%	0.00	0.00%	0.00	100.00%	1,535,680.20
	<b>PL Totals</b>			<b>100.00%</b>	<b>7,678,401.00</b>		<b>6,142,720.80</b>		<b>0.00</b>	
CN	ACPO	ADVANCE CONSTRUCT PR	79.59%	7,688,000.00	100.00%	7,688,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.41%	1,972,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,972,000.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>9,660,000.00</b>		<b>7,688,000.00</b>		<b>0.00</b>	
OT	ACPO	ADVANCE CONSTRUCT PR	80.00%	1,169,279.20	100.00%	1,169,279.20	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	292,319.80	0.00%	0.00	0.00%	0.00	100.00%	292,319.80
	<b>OT Totals</b>			<b>100.00%</b>	<b>1,461,599.00</b>		<b>1,169,279.20</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>18,800,000.00</b>	<b>15,000,000.00</b>		<b>0.00</b>		<b>3,800,000.00</b>

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	N/A	Regional	Specific site locations not yet finalized
Federal Aid Eligible Facility	N/A	Regional	Specific site locations not yet finalized

Note: The EV charging stations can be linked to the larger RTP project ID 12351, Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030 for consistency purposes. However, specific locations for the potential 125 EV charging stations are not finalized and are identified in general areas across the region. General performance measure applications are identified below at this time.



Anticipated Required Performance Measurements Monitoring								Notes
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	
		X		X	X	X		

Added notes: Initial estimations for later performance measure assessments.

https://www.fhwa.dot.gov/environment/cfi/

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## Charging and Fueling Infrastructure Discretionary Grant Program

CFI Grant Recipients

- Round 1A
- Round 1B

Grant Resources

Contacts

For more information, please contact:

- Neelam Patel

FHWA → Environment

### Charging and Fueling Infrastructure Discretionary Grant Program

**New: 8/27/2024** The Charging and Fueling Infrastructure (CFI) [Grant Round 1B recipients are announced!](#)

CFI Grant Program Information

- The CFI Round 2 NOFO is open at [Grants.gov](#)
- The [CFI Round 2 Question and Answer Document](#) is available here.
- Register for [Grants.gov](#)
- View, Apply and Subscribe to the CFI NOFO in [Grants.gov](#)

8/24, 3:12 PM

Round 1b - Grant Recipients - CFI - Environment - FHWA

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program
OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community
OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community
OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community
PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor



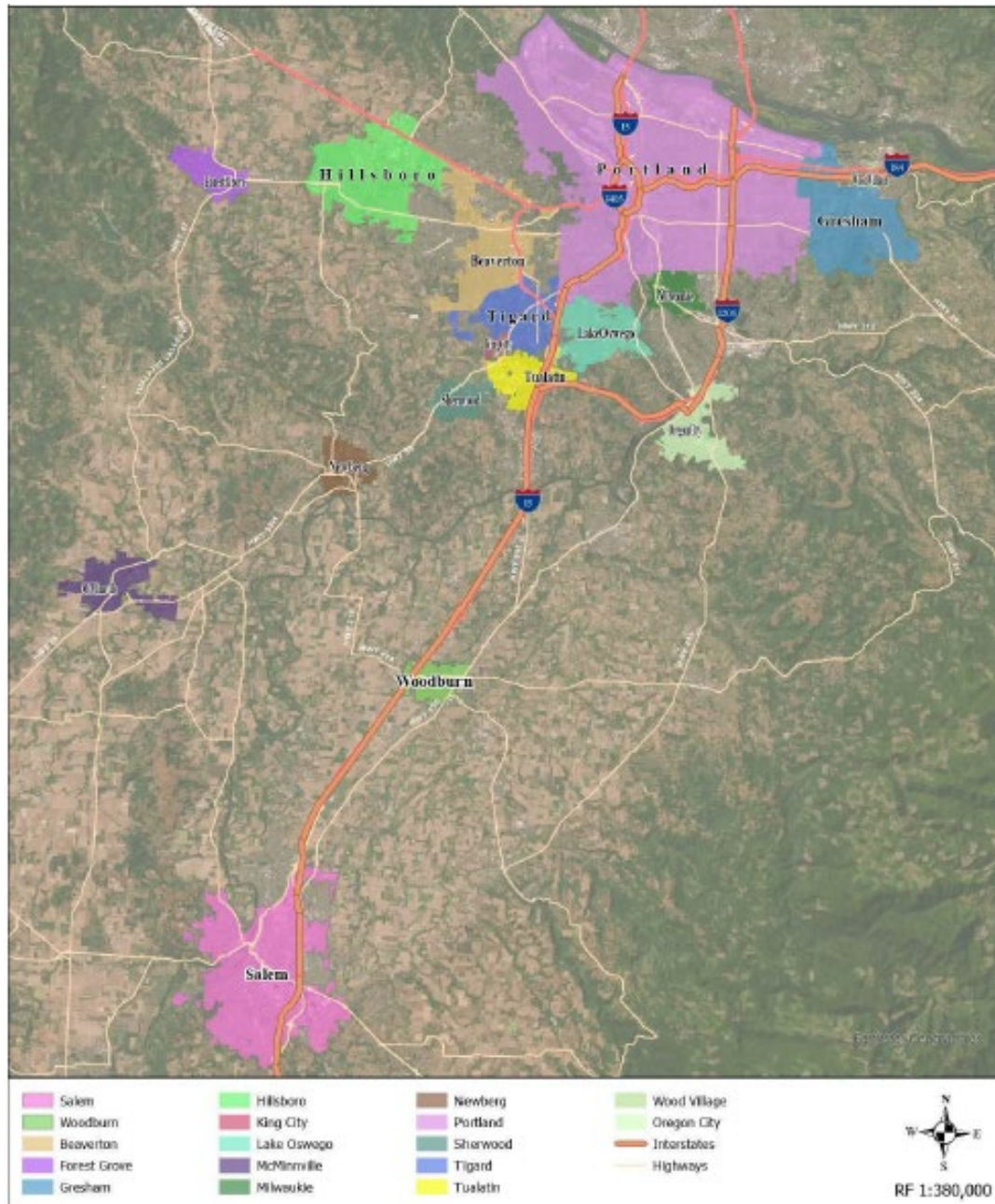


Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.