



Metro is in receipt of the 2024-27 MTIP March 2025 Formal Amendment for Resolution 25-5473

Amendment Purpose Statement for Resolution 25-5473 (Amendment Number MR25-08-MAR)

**FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP
FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS**

Public Notification Comment Opportunities for the March 2025 Formal MTIP Amendment for Resolution 25-5473

The public review period for this project amendment is [3/4/2025](#) and concludes on [4/2/2025](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP. The project is a new ODOT Public Transportation Division awarded project to TriMet. The \$2.13 million federal award will support a replacement bus/vehicle purchase. The replacement bus/vehicle purchase supports elderly and disabled person transportation needs under FTA's 5310 program. A summary of the changes is included in the Exhibit A MTIP worksheet that follows after the formal amendment matrix summary.

Submission of public comments for the January 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	JPACT & METRO Council Authorized Discretion: JPACT or Council may require any project amendment to complete a formal amendment
2	Adding or Canceling Projects: Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	Project Locations and /or Milepost Limits Changes: Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	Major Project Scope or Work Element Adjustments: Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.

5	<p>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</p> <ul style="list-style-type: none"> • Projects under \$1M – cost increases over 50% • Projects between \$1 million to \$5 million – cost increases over 30% • Projects over \$5 million – cost increases over 20% <p>JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.</p>
6	<p>Adding Permanent Emergency Relief Projects: For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.</p>
7	<p>Adding a Federally Funded Planning Project: Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.</p>
8	<p>Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP: Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.</p>

Notes:

- 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
March 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MR25-08-MAR

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD): Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

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

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5473

March 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: MR25-08-MAR
Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23838 MTIP ID TBD <i>New Project</i>	ODOT PTD	Transit Vehicle Replacement Tri-Met FFY25	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

Proposed Amendment Review and Approval Steps	
March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, March 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.)
Friday, March 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, March 20, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, April 10, 2025	Metro Council Meeting – Final Metro amendment approval request.
June, 2025?	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.
3. As of February 21, 2025, all formal/full MTIP amendments now require approvals by both the state FHWA office and Headquarters FHWA in Washington DC.