

2021-2024 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 23-5345**

June FFY 2023 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: JN23-10-JUN  
 Total Number of Projects: 4

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>23462</b> MTIP ID TBD New Project	Beaverton School District	<b>Beaverton School District EV Chargers</b>	Purchase and install electric wall mount chargers.	<b><u>ADD NEW PROJECT:</u></b> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # <b>23463</b> MTIP ID TBD New Project	TriMet	<b>TriMet Transit Center EV Chargers</b>	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<b><u>ADD NEW PROJECT:</u></b> Purchase and install up to 12 - DC level 3 charging equipment at TriMet's Powell Bus Garage, and 2 opportunity fast chargers in the layover area of Beaverton Transit Center
(#3) ODOT Key # <b>23456</b> MTIP ID TBD New Project	ODOT (and WSDOT)	<b>IBR Hayden Island Ground Improvement Study</b>	Implement study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project	<b><u>ADD NEW PROJECT:</u></b> Add new USDOT Bridge Improvement Program (BIP) discretionary awarded study to ODOT in support of the I-5 Interstate Bridge Replacement project
(#4) ODOT Key # <b>21621</b> MTIP ID 71175	Clackamas County	<b>S Redland Rd: OR213 - Springwater Rd (Clackamas County)</b>	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<b><u>CANCEL PROJECT:</u></b> Cancel and remove project from the 2021-24 MTIP

Proposed Amendment Review and Approval Steps:

- Tuesday, May 30, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, June 2, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, June 15, 2023: JPACT meeting.
- Wednesday, June 28, 2023: End 30-day Public Comment period.
- Thursday, July 6, 2023: Final approval from Metro Council anticipated.
- Early to mid-August 2023: Estimated final USDOT amendment approvals.

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to BSD to the MTIP to meet federal obligation requirements



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment**  
**ADD NEW PROJECT**  
Add new DEQ CMAQ awarded  
project for BSD

<b>Lead Agency:</b> Beaverton School District		Project Type:	Other	<b>ODOT Key:</b>	<b>23462</b>
<b>Project Name:</b> Beaverton School District EV Chargers	<b>1</b>	Fiscal Constraint Cat:	Capital	<b>MTIP ID:</b>	<b>TBD</b>
		ODOT Type	Unique	<b>Status:</b>	<b>1</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	CMAQ	<b>Comp Date:</b>	<b>12/31/2027</b>
		Capacity Enhancing:	No	RTP ID:	N/A
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	N/A
		30 Day Notice Begin:	5/30/2023	TCM:	No
		30 Day Notice End:	6/28/2023	TSMO Award	No
		Funding Source	DEQ	TSMO Cycle	N/A
		Funding Type:	CMAQ	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	7/6/2023
1st Year Program'd:	<b>2023</b>	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
<b>STIP Amend #: 21-24-3389</b>			<b>MTIP Amnd #: JN23-10-JUN</b>		

**Detailed Description:**  
In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton (DEQ CMAQ award, EMRED - VOC: 0.108, NOX: 2.585, CO: 1.114, CO2: 100,786, PM10: 0.107, PM2.5: 0.027)

**STIP Description:** Purchase and install electric wall mount chargers.

Last Amendment of Modification: None. Initial project programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
CMAQDEQ	Y400	2023				\$ 70,312		\$ 70,312
CMAQDEQ	Y400	2023					\$ 98,795	\$ 98,795
								\$ -
							<b>Federal Totals:</b>	<b>\$ 169,107</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Other	OTH0	2023		\$ 62,791				\$ 62,791
Local (CMAQ)	Match	2024				\$ 8,048		\$ 8,048
Other	OTH0	2024				\$ 358,212		\$ 358,212
Local (CMAQ)	Match	2024					\$ 11,308	\$ 11,308
								\$ -
							<b>Local Total</b>	<b>\$ 440,359</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 62,791	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Total Project Cost Estimate (all phases):								\$ 609,466
Year of Expenditure Cost Amount:								\$ 609,466

**Programming Summary Details**

Why project is short programmed: N/A. The project is not short programmed

Phase Change Amount:	\$ -	\$ 62,791	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Change Percent:	0%	100%	0%	100%	100%	100%
Revised Match Federal:	N/A	N/A	N/A	\$ 8,048	\$ 11,308	\$ 19,356
Revised Match Percent:	N/A	N/A	N/A	10.27%	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes DEQ CMAQ awarded project
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The amendment adds the new Beaverton School District Charging Station project with DEQ awarded CMAQ to the MTIP. Programming is required to meet FHWA obligation requirements through FMIS.					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Beaverton School District DEQ CMAQ application and project support information.					
Public Notification and Comment Process:						
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.					
6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which in this case is not directly tied to the RTP. The DEQ CMAQ support air quality improvements which is a key goal in the RTP. However, the funds are not required to be tied directly with a project in the constrained RTP. Programming in the MTIP and STIP is required in support of FHWA fund obligation requirements which will occur through FMIS. Therefore the RTP consistency check does not include the RTP constrained project verification requirement as normally needed when transportation system improvement projects are added to the MTIP					

**Fiscal Constraint Consistency Check Areas**

1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes. Verification of the CMAQ award occurred through the State CMAQ Manager
2D	Was overall fiscal constraint demonstrated? Yes.

**RTP Consistency Check Areas**

1A	RTP ID and Name: ID# Not Applicable.
1B	RTP Project Description: Not applicable
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 - Other
2B	What is the exception category per the regulation: Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

**UPWP Consistency Check Areas**

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

**Fund Type Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

**Key Number: 23462**

**2021-2024 STIP**

**Project Name: Beaverton School District EV chargers**

**(DRAFT AMENDMENT)**

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		100.00%	62,791.00	0.00%	0.00	0.00%	0.00	100.00%	62,791.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>62,791.00</b>		<b>0.00</b>		<b>0.00</b>		<b>62,791.00</b>
CN	OTH0	OTHER THAN STATE OR		82.05%	358,212.95	0.00%	0.00	0.00%	0.00	100.00%	358,212.95
	Y400	CMAQ congestion mitigation air quality IJJA		17.95%	78,359.05	89.73%	70,311.58	0.00%	0.00	10.27%	8,047.47
	<b>CN Totals</b>			<b>100.00%</b>	<b>436,572.00</b>		<b>70,311.58</b>		<b>0.00</b>		<b>366,260.42</b>
OT	Y400	CMAQ congestion mitigation air quality IJJA		100.00%	110,103.00	89.73%	98,795.42	0.00%	0.00	10.27%	11,307.58
	<b>OT Totals</b>			<b>100.00%</b>	<b>110,103.00</b>		<b>98,795.42</b>		<b>0.00</b>		<b>11,307.58</b>
<b>Grand Totals</b>					<b>609,466.00</b>		<b>169,107.00</b>		<b>0.00</b>		<b>440,359.00</b>

The tables below illustrate reductions on a metric basis. Based on a 190-day operational year and the 20-year life cycle of ESBs, students will avoid exposure by nearly 10 metric tons of NOx and over 4 metric tons of Carbon Monoxide.

Pollutant	Kg/Day	Kg/Yr[2]	Lifetime Metric Tons
Carbon Monoxide (CO)	1.114	211.66	4.23
Nitrogen Oxide (NOx)	2.585	491.15	9.82
Particulate Matter <2.5 µm (PM <sub>2.5</sub> )	0.027	5.13	0.10
Particulate Matter <10 µm (PM <sub>10</sub> )	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

Carbon Dioxide Emissions (CO <sub>2</sub> ) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO <sub>2</sub> /unit)	22.4	0.5
Annual Emissions (lbs CO <sub>2</sub> )	42,224,179	8,075,374
Lifetime Emissions (lbs CO <sub>2</sub> )	1,266,725,376	242,261,228
<b>Savings Emissions Savings (lbs CO<sub>2</sub>)</b>		<b>1,024,464,148</b>

2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

Use the following boxes to show estimated reduction amount (kg/day).

VOC	0.108	PM2.5	0.027	PM10	0.107
NOx	2.585	CO	1.114	CO <sub>2</sub>	100,786
Duration of PM10 & CO Benefit				Years	20



[External sender]RE: DEQ CMAQ Award Letters



DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To: ● Ken Lobeck; ○ ANTELO Adriana

Cc: ○ KRANSKY Gerik \* DEQ

You replied to this message on 5/22/2023 1:37 PM.

Hi Ken,

Please see the revised project summaries Adriana sent regarding both of these projects. My apologies for providing her incorrect information.

Listed below are the three entities DEQ "awarded" CMAQ funding to for a total of \$3,771,134, this includes the revised amounts for TriMet and Beaverton School District. We will be amending the DEQ/ODOT IGA to reflect a new total of \$3,864,043.

1. TriMet - Powell Garage and Beaverton Transit Center EV Chargers: **revised # - \$2,840,000**
2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

**Hope Derrickson, OPMA**

*Funding Programs Senior Analyst*

*Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange*

*ODOT | Program and Funding Services Unit*

*355 Capitol St. NE, Salem, OR 97301*



Mon 5/22/2023 12:44 PM

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Add new DEQ awarded CMAQ funded project to TriMet for EV Chargers at two of their transit centers to the MTIP to meet federal obligation requirements

**MODIFICATION #1**  
 Increase Local Overmatch in Construction Phase  
 Total cost increases by \$15,000 to \$4,355,000



2021-24 Metropolitan Transportation Improvement Program (MTIP)  
 PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment**  
**ADD NEW PROJECT**  
 Add new DEQ CMAQ awarded project for TriMet

<b>Lead Agency:</b> TriMet		Project Type:	Other	<b>ODOT Key:</b>	23463
<b>Project Name:</b> TriMet Transit Center EV Chargers	2	Fiscal Constraint Cat:	Capital	<b>MTIP ID:</b>	TBD
		ODOT Type	Unique	<b>Status:</b>	1
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Goal:	CMAQ	<b>Comp Date:</b>	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12081
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	N/A
		30 Day Notice Begin:	5/30/2023	TCM:	No
		30 Day Notice End:	6/28/2023	TSMO Award	No
		Funding Source	DEQ	TSMO Cycle	N/A
		Funding Type:	CMAQ	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	N/A	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	Yes	Council Appr:	Yes
		FTA Conversion Code:	5307	Council Date:	7/6/2023
1st Year Program'd:	2024	OTC Approval:	No		
Years Active:	0	OTC Date	N/A		
<b>STIP Amend #:</b> 21-24-3390			<b>MTIP Amnd #:</b> JN23-10-JUN		

**Detailed Description:** Procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service. (DEQ CMAQ award, EMRED - VOC: 0.8439, NOX: 25.9111, CO: 5.9796, PM10: 0.1408, PM2.5: 0.1324)

**STIP Description:** Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

Last Amendment of Modification: None. Initial project programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							<b>Federal Totals:</b>	<b>\$ 2,840,000</b>
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local (CMAQ)	Match	2024	\$ 12,627					\$ 12,627
Other	OTH0	2024	\$ 65,581					\$ 65,581
Local (CMAQ)	Match	2024		\$ 25,253				\$ 25,253
Other	OTH0	2024		\$ 131,162				\$ 131,162
Local (CMAQ)	Match	2024				\$ 287,171		\$ 287,171
Other	Other	2024				\$ 993,206		\$ 993,206
							<b>Local Total</b>	<b>\$ 1,515,000</b>
Phase Totals Before Amend:			\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Phase Totals After Amend:			\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Project Cost Estimate (all phases):								\$ 4,355,000
Year of Expenditure Cost Amount:								\$ 4,355,000

**Programming Summary Details**

Why project is short programmed: N/A. The project is not short programmed

Phase Change Amount:	\$ 188,527	\$ 377,055	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Phase Change Percent:	0%	100%	0%	100%	100%	100%
Revised Match Federal:	\$ 12,627	\$ 25,253	N/A	\$ 287,171	N/A	\$ 325,051
Revised Match Percent:	10.27%	10.27%	N/A	10.27%	N/A	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes CMAQ will be flex transferred to FTA
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the new TriMet Charging Station project with DEQ awarded CMAQ to the MTIP. TriMet is expected to flex transfer the CMAQ to FTA.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, TriMet DEQ CMAQ application and project support information.

**Public Notification and Comment Process:**

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any and all submitted are logged in and reviewed for the content. If required a formal reply is provided back to the sender.

6	Added clarifying notes: CMAQ funds directly support air quality improvements. These CMAQ funds are allocated from ODOT to the Oregon DEQ. DEQ has determined the eligibility criteria which ODOT and FHWA have verified. TriMet will complete the obligation process through the FTA TrAMS process which will require the CMAQ funds to be flex transferred to FTA.
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### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. CMAQ
2A	Does the amendment include fiscal updates? Yes. New CMAQ federal funds allocated to the Oregon Department of Environmental Quality
2B	What is the funding source for the project? CMAQ funds appropriated to ODOT with a portion allocated to DEQ
2C	Was the Proof-of Funding requirement satisfied and how? Yes.
2D	Was overall fiscal constraint demonstrated? Yes.

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12081 - Bus: Electrification of Bus Fleet: Phase 1
1B	RTP Project Description: Electrifying the bus fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2 - Mass Transit
2B	What is the exception category per the regulation: Table 2 - Mass Transit - Construction or renovation of power, signal, and communications systems.
3A	Is the project considered capacity enhancing? No. The project is a non capacity air quality improvement project
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #7 - Healthy People under two objectives: - Objective 7.2 Pollution Impacts – Minimize noise and other transportation related pollution health impacts. - Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost. However, as a CMAQ funded project, the project required completion of a satisfactory air quality emission reduction analysis, pre-reviews and formal approvals from the State CMAQ Manager, plus FHWA before DEQ could officially award the CMAQ to the project.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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**Other Review Areas**

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

**Fund Type Codes References**

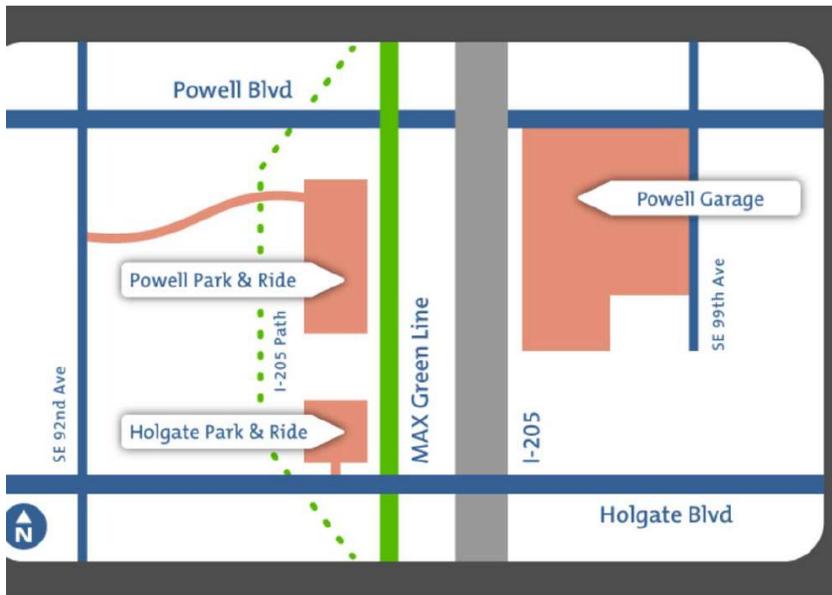
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Additional Local funds beyond the required minimum match to the federal funds that are committed to the project. Also referred to "over-match" to the project.

**EMISSIONS REDUCTIONS**

This project is requesting \$2.84 million in CMAQ funding to procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of Public Transit. These are all CMAQ eligible project expenses.

*Use the following boxes to show estimated reduction amount (kg/day).*

VOC	<u>.8439</u>	PM2.5	<u>.1324</u>	PM10	<u>.1408</u>
NOx	<u>25.9111</u>	CO	<u>5.9796</u>	CO2	<u></u>
Duration of PM10 & CO Benefit				Years	<u>10</u>



[External sender]RE: DEQ CMAQ Award Letters



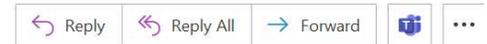
DERRICKSON Hope <Hope.DERRICKSON@odot.oregon.gov>

To Ken Lobeck; ANTELO Adriana

Cc KRANSKY Gerik \* DEQ

You replied to this message on 5/22/2023 1:37 PM.

Hi Ken,



Mon 5/22/2023 12:44 PM

Please see the revised project summaries Adriana sent regarding both of these projects. My apologies for providing her incorrect information.

Listed below are the three entities DEQ "awarded" CMAQ funding to for a total of \$3,771,134, this includes the revised amounts for TriMet and Beaverton School District. We will be amending the DEQ/ODOT IGA to reflect a new total of \$3,864,043.

1. TriMet - Powell Garage and Beaverton Transit Center EV Chargers: **revised # - \$2,840,000**
2. Beaverton School District - EV Chargers : **revised # - \$169,107**
3. Salem Area Mass Transit District - \$762,027

If you have any other questions just let me know.

Thank you!

**Hope Derrickson, OPMA**

*Funding Programs Senior Analyst*

*Program Manager - HB2017, CMAQ, Western Federal Lands/FLAP & Fund Exchange*

*ODOT | Program and Funding Services Unit*

*355 Capitol St. NE, Salem, OR 97301*

**2021-2024 MTIP Formal Amendment - Exhibit A**

**June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN**

Summary Reason for Change: Add the new FY 2022 BIP award for the I-5 IBR study



**Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the approved BIP award ed  
study supporting the I-5 IBR

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>23456</b>
<b>Project Name:</b> <b>IBR Hayden Island Ground Improvement Study</b>	<b>3</b>	Fiscal Constraint Cat:	Planning	<b>MTIP ID:</b>	<b>TBD</b>
		ODOT Type	Planning	<b>Status:</b>	<b>D</b>
<b>Project Status:</b> D = Project implementation in progress (New BIP funded study in support of the ongoing Interstate Bridge Replacement project which has initiated PE in Key 21570)		Performance Goal:	N/A	<b>Comp Date:</b>	<b>12/31/2026</b>
		Capacity Enhancing:	No	RTP ID:	10893
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	5/30/2023	TCM:	No
		30 Day Notice End:	6/28/2023	TSMO Award	No
		Funding Source	BIP	TSMO Cycle	N/A
		Funding Type:	BIP	RFFA ID:	50397
		State Highway Route	I-5	RFFA Cycle:	2022-24
		Mile Post Begin:	307.60	UPWP:	No
		Mile Post End:	308.30	UPWP Cycle:	N/A
		Length:	0.70	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	7/6/2023
		1st Year Program'd:	<b>2023</b>	OTC Approval:	No
Years Active:	0	OTC Date	N/A		
<b>STIP Amend #: 21-24-3389</b>			<b>MTIP Amnd #: JN23-10-JUN</b>		

**Detailed Description:**  
On I-5 across the Columbia River between MP 307.6 and MP 308.3 at Hayden Island, initiate and complete study activities to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

**STIP Description:** Study to help mitigate seismic risks by assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project

Last Amendment of Modification: None. Initial project programming

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
AC-BIP	ACPO	2023	\$ 500,000					\$ 500,000
								\$ -
							<b>Federal Totals:</b>	<b>\$ 500,000</b>
<b>State Funds</b>								
State	Match	2023	\$ 500,000					\$ 500,000
								\$ -
							<b>State Total:</b>	<b>\$ 500,000</b>
<b>Local Funds</b>								
Other	OTH0	2023	\$ 1,000,000					\$ 1,000,000
								\$ -
							<b>Local Total</b>	<b>\$ 1,000,000</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Total Project Cost Estimate (all phases):								\$ 2,000,000
Year of Expenditure Cost Amount:								\$ 2,000,000

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. The "Other" funds represent WSDOT's contribution to the project

Phase Change Amount:	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Phase Change Percent:	100%	0%	0%	0%	0%	100%
Revised Match Federal:	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Revised Match Percent:	75.00%	N/A	N/A	N/A	N/A	75.00%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	UR	Other	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes The project is a bi-state effort between ODOT and WASHDOT
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

- Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
- This amendment to the MTIP completes what action: The amendment adds the new FY 2022 Bridge Investment Program planning grant to the MTIP in support of the Oregon/Washington DOT efforts to plan and implement the I-5 interstate bridge replacement across the Columbia River. The project is a complimentary activity to the PE actions occurring in Key 21570.

3A

LEAD AGENCY		ODOT				
PROJECT NAME		I-5: Columbia River (Interstate) Bridge				
Project IDs		Project Description				Project Type
ODOT KEY	21570	Planning and design activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.				Roadway and bridge
MTIP ID	71083					
RTP ID	10893					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2022	NHPP (Z001)	\$41,671,700	\$4,769,513	\$2,058,787	\$48,500,000
Preliminary engineering	2022	OTHER - LOCAL	\$0	\$0	\$32,500,000	\$32,500,000
FY 21-24 Totals			\$41,671,700	\$4,769,513	\$34,558,787	\$81,000,000
Prior and Future Years' Totals			\$7,200,000	\$824,072	\$975,928	\$9,000,000
Estimated Project Cost (YOE\$)			\$48,871,700	\$5,593,585	\$35,534,715	\$90,000,000

4

MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, SFY 2023 UPWP I-5 IBR Study project overview, project location map, and FFY 2022 BIP funding award fact sheet notification

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 5/30/2023 to 6/28/2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6	Added clarifying notes: The study is a bi-state effort between ODOT and WASHDOT
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### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities.
2A	Does the amendment include fiscal updates? Yes. The amendment adds new federal BIP awarded funds to the MTIP.
2B	What is the funding source for the project? Federal Bridge Investment Act funds.
2C	Was the Proof-of Funding requirement satisfied and how? Copy provide of the FFY 202 BIP Planning Awards notification fact sheet for the project
2D	Was overall fiscal constraint demonstrated? Yes.

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 10893 - I-5 Columbia River Bridge
1B	RTP Project Description: Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Maybe. MTIP programming can continue. It is unclear if the BIP award acts as a continuation of the SFY 23 UPWP I-5 IBR project entry, or should be considered a new project as part of the SFY 24 UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed even if an UPWP amendment is required.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Non-Metro Funded Regionally Significant project

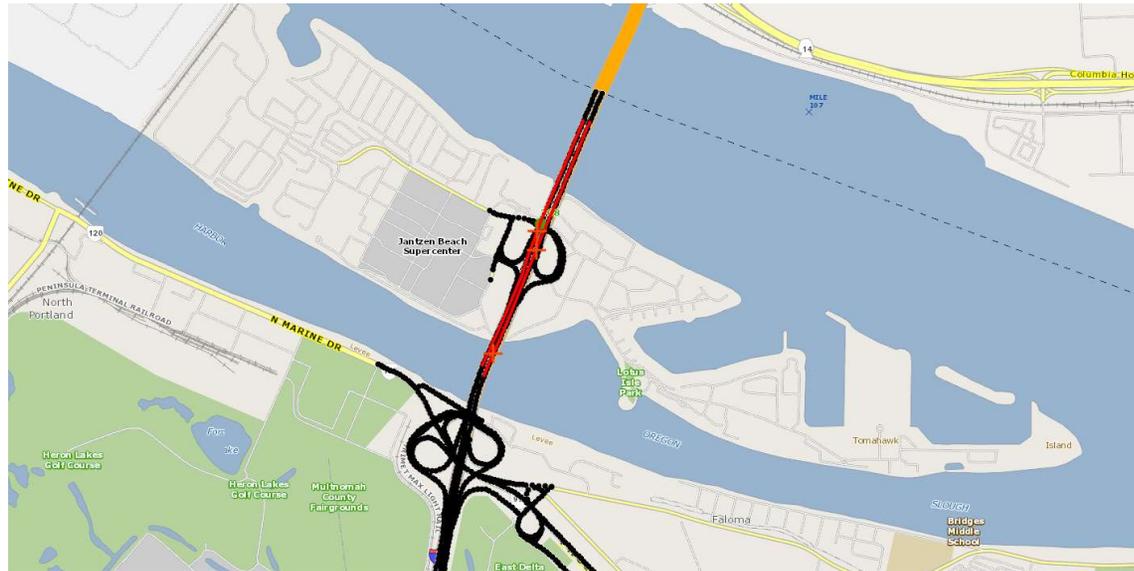
### Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

### Fund Type 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-BIP	Federal Advance Construction funds with an estimated conversion code of federal Bridge Improvement Program (BIP) funds
Other	Additional local funds committed to the project by the lead agency which are beyond the minimum federal match requirement

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR		50.00%	1,000,000.00	50.00%	500,000.00	50.00%	500,000.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		50.00%	1,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,000,000.00
	<b>PL Totals</b>			<b>100.00%</b>	<b>2,000,000.00</b>		<b>500,000.00</b>		<b>500,000.00</b>		<b>1,000,000.00</b>
<b>Grand Totals</b>					<b>2,000,000.00</b>		<b>500,000.00</b>		<b>500,000.00</b>		<b>1,000,000.00</b>



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

## BIP Planning Grant Awards 2022



**BIP Planning, Urban**

## **IBR Hayden Island Ground Improvement Study**

Oregon DOT, Oregon

**Grant Funding: \$1,000,000**

**Estimated Total Planning Project Costs: \$2,000,000**

### **Project Description**

Ground improvement study for seismic analysis to support future project preliminary engineering work for the replacement of the I-5 bridge over the Columbia River.

### **Project Benefits**

The existing I-5 bridge is at risk of facing closure in a major seismic event. The application describes how a closure of the bridge would threaten the transportation network's efficiency and the ability to move goods and people in the Portland metropolitan region. The Interstate Bridge Replacement (IBR) Hayden Island Ground Improvement Study will help mitigate existing seismic risks from liquefiable soils to the proposed infrastructure in the IBR program area. The Ground Improvement Study will establish construction techniques to protect the replacement structure's long-term utility through a resilient construction approach. The bridge replacement project would address congestion and safety; this bridge has been ranked the worst bottleneck in Oregon and Washington, according to the applicant. Additionally, the bridge's facilities are inadequate for pedestrians, cyclists, and individuals using mobility devices.



Photo Source: Oregon DOT, Oregon

2021-2024 MTIP Formal Amendment - Exhibit A

June 2023 Formal Amendment for FFY 2023 - Amendment Number JN23-10-JUN

Summary Reason for Change: Cancel the project from the MTIP due to revised scope and funding requirements



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment  
CANCEL PROJECT**  
Remove Key 21621 from the MTIP

<b>Lead Agency: Clackamas County</b>			Project Type: Local	<b>ODOT Key: 21621</b>
<b>Project Name:</b> <b>S Redland Rd: OR213 - Springwater Rd (Clackamas County)</b>	<b>4</b>	Fiscal Constraint Cat: SM&O	<b>MTIP ID: 71175</b>	
		ODOT Type: Safety	<b>Status: 2</b>	
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)  <b>*** Canceled Project ***</b>		Performance Goal: N/A	<b>Comp Date: 12/31/2025</b>	
		Capacity Enhancing: No	RTP ID: 12095	
		Conformity Exempt: Yes	RTP Approval: 12/6/2018	
		On CMP: No	Trans Model: 12/6/2018	
		30 Day Notice Begin: 5/30/2023	TCM: No	
		30 Day Notice End: 6/28/2023	TSMO Award: No	
		Funding Source: ODOT	TSMO Cycle: N/A	
		Funding Type: HSIP	RFFA ID: N/A	
		State Highway Route: N/A	RFFA Cycle: N/A	
		Mile Post Begin: N/A	UPWP: No	
		Mile Post End: N/A	UPWP Cycle: N/A	
		Length: N/A	Past Amend: 0	
		Flex Transfer to FTA: No	Council Appr: Yes	
		FTA Conversion Code: N/A	Council Date: 7/6/2023	
		1st Year Program'd: 2022	OTC Approval: No	
Years Active: 2	OTC Date: N/A			
<b>STIP Amend #: 21-24-3374</b>		<b>MTIP Amnd #: JN23-10-JUN</b>		

**Detailed Description:**  
Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

**STIP Description:** Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.

Last Amendment of Modification: Administrative - January 2023 - AM23-07-JAN1 - Slip PE phase to FFY 2024 with HSIP funds. Total PE = \$38,080. Slip Cons phase to FFY 2024 with HSIP funds. Total Cons = \$296,278

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
HSIP	ZS30	2024		<del>\$ 35,117</del>		-		\$ -
HSIP	ZS30	2024				<del>\$ 273,228</del>		\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2024		\$ 2,963				\$ -
Local	Match	2024				\$ 23,050		\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 38,080</del>	\$ -	<del>\$ 296,278</del>	\$ -	<del>\$ 334,358</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):								\$ -
Year of Expenditure Cost Amount:								\$ -

**Programming Summary Details**

Why project is short programmed:

Phase Change Amount:	\$ -	\$ (38,080)	\$ -	\$ (296,278)	\$ -	\$ (334,358)
Phase Change Percent:	0%	-100%	0%	-100%	0%	-100%
Revised Match Federal:	N/A	\$ -	N/A	\$ -	N/A	\$ -
Revised Match Percent:	N/A	0%	N/A	0%	N/A	0.00%

**Phase Obligations and Expenditures Summary**

Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes Project is canceled from the 2021-24 MTIP
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**MTIP Programming Consistency Check Details and Glossary**

**General Areas**

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment cancels the project from the 2021-24 MTIP per ODOT's request. Note: Clackamas County provided concurrence for the cancellation. Prior safety related improvements have occurred in the area which overlapped with this project. ODOT's review determined that the existing funding was not sufficient to cover the high friction surface treatment requirements. The ODOT Region 1 Traffic proposed the project cancellation with Clackamas County provided their concurrence during April 2023. The funding is proposed to be returned to the ODOT All Roads Transportation Safety (ARTS) program.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, plus a project location map

**Public Notification and Comment Process:**

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? May 30, 2023 to June 28, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: Clackamas County reviewed ODOT cancelation request and provided their concurrence.

### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? N/A
2A	Does the amendment include fiscal updates? Yes. The cancelation will result in the HSIP programming returning to the ODOT ARTS program.
2B	What is the funding source for the project? ODOT HSIP
2C	Was the Proof-of Funding requirement satisfied and how? N/A
2D	Was overall fiscal constraint demonstrated? N/A

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Highway Safety Improvement Program implementation.
3A	Is the project considered capacity enhancing? No.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? N/A now as the project is being canceled from the MTIP.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project was not capacity enhancing nor does it exceed \$100 million dollars in cost.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

