



Memo

Date: December 19, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December FFY 2025 MTIP Formal Amendment & Resolution 25-5448 Approval Request – DC25-03-DEC

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The December 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains nine new projects being added to the MTIP and two existing projects being amended to add increases authorized funding. The formal amendment will be under Resolution 25-5448. The amendment contains a total of eleven projects.

The amendment includes new discretionary grant awards from the following funding programs:

- Adding three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adding two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adding two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs.
- Adding one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards 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.
- Adding a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adding the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.

- Completing a required funding correction to a previously awarded ODOT PTD project supporting FTA section 5310 elderly and disabled persons which increases the authorized funding to TriMet to \$3,674,037 for FFY 2025.

Added Note: No projects are being canceled through the December FFY 2025 MTIP Formal Amendment bundle.

What is the requested action?

JPACT approved Resolution 25-5448 on December 19, 2024 and is now providing their recommendation for Metro Council to provide their final approval of Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.

TPAC Meeting Summary:

TPAC met on December 6, 2024. TPAC members received their official amendment notification and overview of the project. Ken Lobeck provided a short overview of each project highlighting the required project changes. After the presentation, Eric Hesse, City of Portland, inquired about the possible changes to projects that could occur during the public comment process. Ken reassured TPAC members that the potential changes would involve only minor tweaks to the project name, description, or other programming areas. Ken added that several new projects are being added to the MTIP and STIP based on limited available project details. This is known as programming by “placeholder logic.” However, to help them be ready to obligate in a timely fashion, the projects are added with the best information available at the time. We understand that as the grant agreement is developed, some minor changes may then be needed. Ken finished by assuring TPAC that the type of minor changes that may occur are eligible as part of the public comment process. He added that we are not changing the intent of the project grant award, only clarifying the project details to ensure we are consistent with the final approved grant agreement. With no further discussion, TPAC unanimously provided their approval recommendation to JPACT to approve the eleven projects contained under Resolution 25-5448.

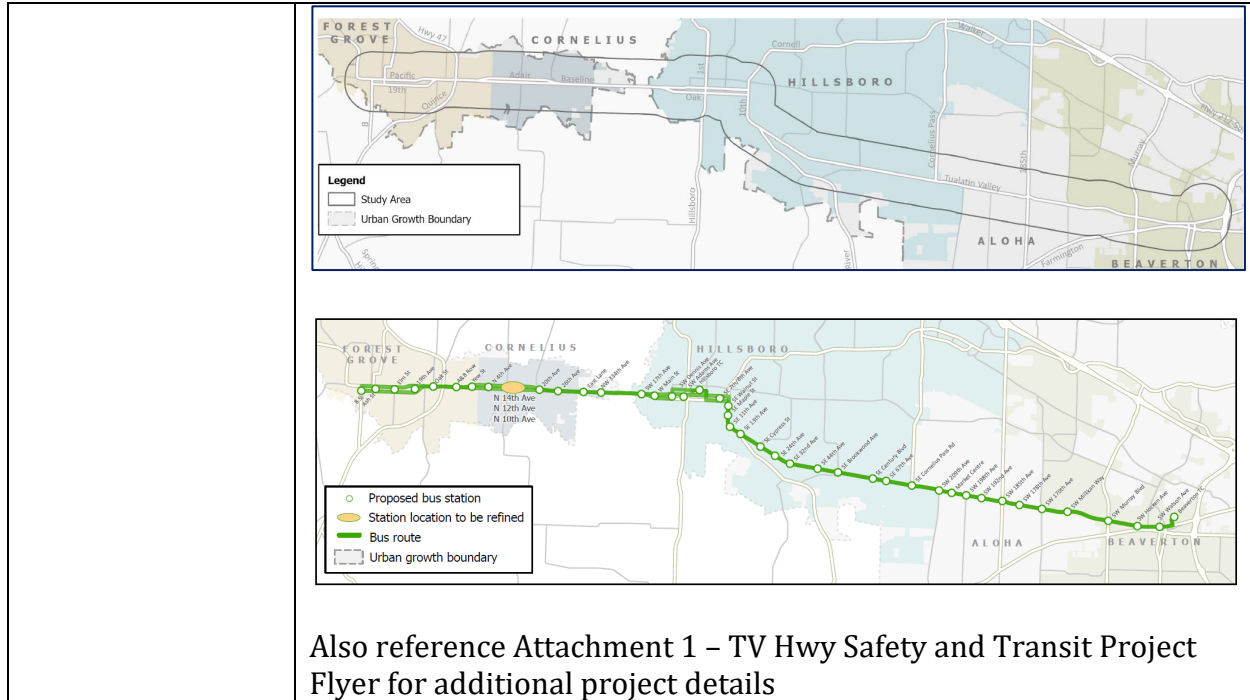
JPACT Meeting Summary:

JPACT met on December 19, 2024. The December FFY 2025 MTIP Formal Amendment under Resolution 25-5448 was included as part of the Consent Calendar. JPACT unanimously passed the Consent Calendar with no discussion.

A more details summary of the individual projects follows:

Project Number: 1	Key Number: 23623	Status: Existing Project
Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued	
Lead Agency:	Metro	
Description:	The project is a multi-year study through the OR8 corridor(in support of Key 22527) between Beaverton and Forest Grove in Washington County and will complete various corridor	

	<p>development planning activities including developing an equitable development strategy (EDS) plus a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements.</p>														
<p>Funding Summary:</p>	<p>The total Metro approved amount is \$6 million dollars. One million of Metro awarded Surface Transportation Block Grant (STBG) funds plus \$5 million of prior Metro approved Carbon funds. One million has already been programmed but not obligated or expended. The remaining \$5 million of Metro approved Carbon funds are now being added to the project through the amendment. The total programmed amount (including required matching funds) for the project increases to \$6,686,727. The estimated total cost to complete preliminary engineering is \$25 million dollars. The estimate total project cost to complete the transit corridor upgrades is approximately \$300 million dollars.</p> <p>Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions</p> <table border="1" data-bbox="521 947 1287 1136"> <thead> <tr> <th colspan="2">TPAC Recommended Investment Package</th> </tr> </thead> <tbody> <tr> <td>Tualatin Valley Highway Bus Rapid Transit</td> <td>\$5,000,000</td> </tr> <tr> <td>82nd Avenue Bus Rapid Transit</td> <td>\$5,000,000</td> </tr> <tr> <td>Line 33 McLoughlin Transit Signal Priority</td> <td>\$4,000,000</td> </tr> <tr> <td>Climate Smart Implementation Program</td> <td>\$1,800,000</td> </tr> <tr> <td>Transportation System Management & Operations</td> <td>\$3,000,000</td> </tr> <tr> <td>Subtotal:</td> <td>\$18,800,000</td> </tr> </tbody> </table>	TPAC Recommended Investment Package		Tualatin Valley Highway Bus Rapid Transit	\$5,000,000	82 nd 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
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<p>Amendment Action:</p>	<p>The programming change reflects a 500% increase to the project which is a bit above the 30% cost change threshold for this project. The formal amendment adds the \$5 million of Metro prior approved Carbon funds to the preliminary engineering phase (PE) and shifts the earlier programming to the PE phase as well. All funds will complete a flex transfer process during FFY 2025 to FTA.</p>														
<p>Added Notes:</p>	<p>The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility, and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety accessing transit and to enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting, and seating, and have safer access to all stations with a signal or enhanced crosswalk.</p>														



Project Number: 2	Key Number: 23807	Status: Add New Project
Project Name:	Targeted Safe Routes to School Interventions in Portland Area (Metro)	
Lead Agency:	Metro	
Description:	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).	
Funding Summary:	The awarded SS4A federal funds total \$1,110,000, With required match, the total programmed amount is \$1,387,500.	

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

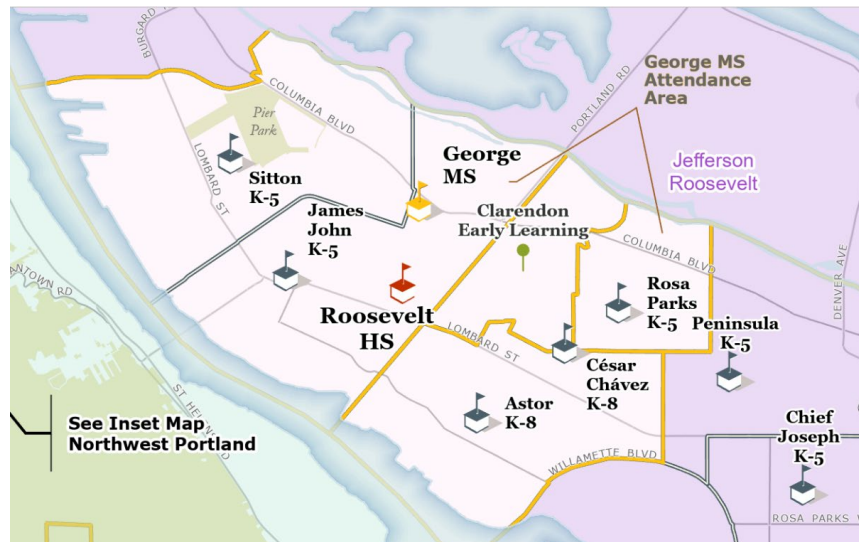
The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon				
Lead Applicant	Project Title	Application Type	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

Amendment Action: The formal amendment adds the new SS4A project award to the 2024-27 MTIP.

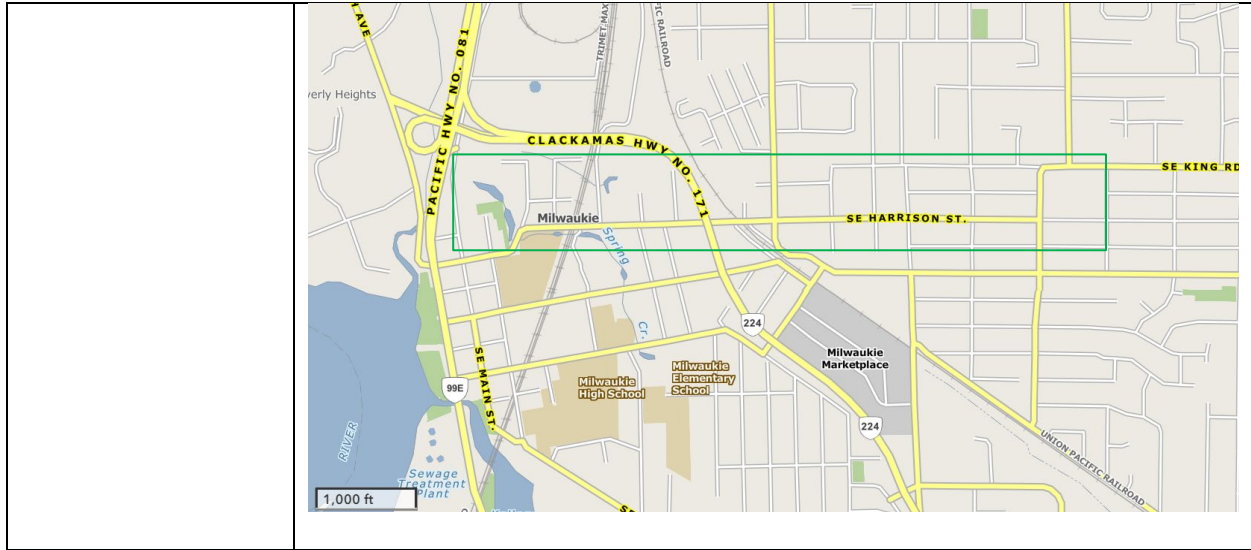
Added Notes: This is a direct recipient delivery type grant award. Metro will work directly with FHWA to develop and execute the required project grant agreement. The fund obligation will occur through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS).

The project location is in northern Portland in and around the Roosevelt High School area.



Project Number: 3	Key Number: 23751	Status: Add New Project
Project Name:	Safety Assessment of Harrison Street Corridor	
Lead Agency:	Milwaukie	
Description:	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	

	<p>crashes, promote safety, and provide a roadmap for the community to implement these strategies.</p>																																							
<p>Funding Summary:</p>	<p>This is another SS4A discretionary Planning grant award. The total federal grant award is \$320,000. With required match, the total programming is \$400,000. Fund obligation will occur through the USDOT Delphi system and not FHWA's FMIS system.</p> <div data-bbox="954 373 1377 499" style="border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; border: 1px solid black;">S S 4 A</td> <td style="text-align: right; padding-left: 20px;">Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State</td> </tr> <tr> <td colspan="2" style="font-size: 8px;">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.</td> </tr> </table> </div> <p style="text-align: center; color: blue; margin-top: 10px;">Oregon</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #1a3d4d; color: white;"> <th>Lead Applicant</th> <th>Project Title</th> <th>Application Type</th> <th>Round</th> <th>Funding Award</th> </tr> </thead> <tbody> <tr> <td>City of Ashland</td> <td>Citywide Comprehensive Safety Action Plan</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Round 2</td> <td>\$280,000</td> </tr> <tr> <td>Clatsop County</td> <td>Clatsop County Comprehensive Safety Action Plan</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Round 1</td> <td>\$480,000</td> </tr> <tr> <td>Columbia County</td> <td>Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Round 1</td> <td>\$180,000</td> </tr> <tr style="border: 2px solid green;"> <td>Milwaukie</td> <td>Safety Assessment of Harrison Street Corridor</td> <td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td> <td>Round 2</td> <td>\$320,000</td> </tr> <tr> <td>Tangent</td> <td>Linn County Oregon Multijurisdictional Safety Action Plan</td> <td>Develop a new Comprehensive Safety Action Plan</td> <td>Round 2</td> <td>\$320,308</td> </tr> <tr> <td colspan="4">Oregon Total</td> <td>\$1,580,308</td> </tr> </tbody> </table>	S S 4 A	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.		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	Oregon Total				\$1,580,308
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<p>Amendment Action:</p>	<p>The formal amendment adds the new SS4A planning grant to the 2024-27 MTIP. As with the Metro SS4A planning grant award, Milwaukie will be a direct recipient and work directly with FHWA to develop the required grant agreement, plus obligate, and expend the federal funds.</p>																																							
<p>Added Notes:</p>	<p>The project is located in the city of Milwaukie in the Harrison Street corridor .</p> <div data-bbox="488 1325 987 1602" style="text-align: center; margin-top: 10px;"> </div>																																							



Project Number: 4	Key Number: 23790	Status: Add New Project
Project Name:	Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division (PTD)	
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.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	
Amendment Action:	The formal amendment adds the project to the MTIP and STIP.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 5	Key Number: 23800	Status: Add New Project
Project Name:	Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	As with Key 23790, the project provides 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.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	

Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.

Project Number: 6	Key Number: 23727	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY25	
Lead Agency:	ODOT Public Transportation Division (PTD)	
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 (ODOT Public Transit Division grantor)	
Funding Summary:	The project completed a formal amendment as part of the October MTIP Formal Amendment bundle. The authorized federal funding was reduced to \$1,700,000. A follow-on review determined the reduction was incorrect and the real authorized federal funding totaled \$3,674,037.	
Amendment Action:	The formal amendment corrects the federal funding authorized to the project for FFY 2025 to be \$3,674,037. The net programming changes exceeds the 20% cost change threshold which triggers the need for a formal amendment.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA’s Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 7	Key Number: 23815	Status: Add New Project
Project Name:	I-5: Truck Charging and Fueling Stations	
Lead Agency:	ODOT (for Oregon) This is a 3-state CFI award to Caltrans with ODOT and WSDOT partnering as part of the grant.	
Description:	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.	
Funding Summary:	The CFI funding award totals \$102 million and was awarded to the California Department of Transportation (Caltrans). The grant award name is the Tri-State Charging and Fueling Infrastructure (CFI) grant for the West Coast Truck Charging and Fueling Corridor Project . The ODOT grant share is \$21,092,144. The CFI	

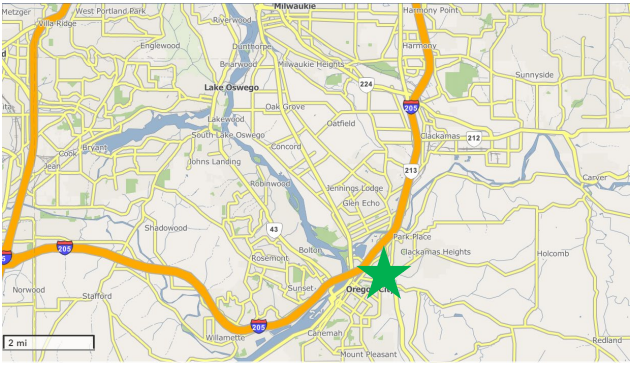
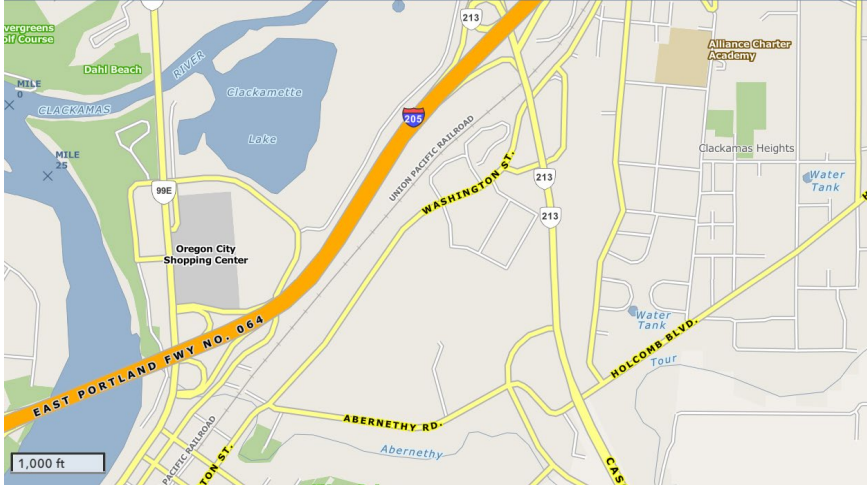
	grant award covers three states: California, Oregon, and Washington. ODOT and WSDOT are partners with Caltrans in the grant award. ODOT’s federal programming portion is \$21,092,144. Applying the required 20% match, the total programming amount is \$26,426,224.														
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP														
Added Notes:	<p>The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program that will strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants:</p> <ul style="list-style-type: none"> • Community Charging and Alternative Fueling Grants (Community Program) • Charging and Alternative Fuel Corridor Grants (Corridor Program). <table border="1" data-bbox="500 982 1404 1150"> <caption>Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients</caption> <thead> <tr> <th>Lead Applicant State</th> <th>Project Name</th> <th>Lead Applicant</th> <th>Amount</th> <th>Fuel Type</th> <th>CFI Program</th> <th>Project Description</th> </tr> </thead> <tbody> <tr> <td>CA</td> <td>West Coast Truck Charging and Fueling Corridor Project</td> <td>California Department of Transportation</td> <td>\$102,389,046.00</td> <td>EV Charging & Hydrogen</td> <td>Corridor</td> <td>The California Department of Transportation 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.</td> </tr> </tbody> </table>	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 California Department of Transportation 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.
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Project Number: 8	Key Number: 23759	Status: Add New Project
Project Name:	Washington Street: Metro South - Abernethy Rd	
Lead Agency:	Oregon City	
Description:	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)	
Funding Summary:	The funding is a FFY 2024 Congressionally Directed Spending (CDS) (or earmark) award to Oregon City. The total federal funding award is \$4 million dollars. With required match the total programming amount is \$4,457,000.	

OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600	2,349,600
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000	850,000
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000	4,000,000
OR	OR224	Beaverton Downtown Loop	1,616,279	1,616,279
OR	OR225	East Forest Grove Safety Improvement Project	850,000	850,000
OR	OR226	Abernethy Green Access Project	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
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000	5,700,000
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279	1,116,279
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200	3,589,200
OR	OR231	Marion County Safety Corridor	1,577,079	1,577,079


Amendment Action: The formal amendment adds the new CDS award to the MTIP and STIP.


Added Notes:

Project Number: 9	Key Number: 23813	Status: Add New Project
Project Name:	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	
Lead Agency:	Portland	
Description:	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	


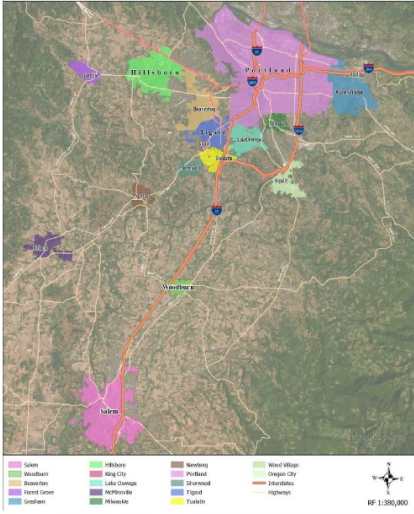
	<p>high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)</p>
<p>Funding Summary:</p>	<p>The Safe Streets For All Implementation Category federal grant award is \$9,600,000. With match, the total programmed amount is \$12,000,000.</p> 
<p>Amendment Action:</p>	<p>The formal amendment adds the SS4A award for Portland to the MTIP and STIP</p>
<p>Added Notes:</p>	<p>Portland will implement the project under the “Direct Recipient” delivery approach. Portland will work directly with FHWA to develop their required grant agreement plus obligate and expend the funds. Fund obligation will be through the USDOT Delphi system.</p>

	<p>From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:</p> <ul style="list-style-type: none"> • 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. 
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Project Number: 10	Key Number: 23811	Status: Add New Project
Project Name:	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	
Lead Agency:	TriMet	
Description:	<p>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</p>	
Funding Summary:	<p>The funding source for this project is a \$2,360,000 grant from the Advanced Transportation Technology and Innovation (ATTAIN) discretionary funding program. With required match the total programmed amount is \$2,950,000.</p> 	

	<p>Smart Signals in Our Communities North Carolina Department of Transportation \$11,945,832</p> <p>EZData and NEOTech NEORide, OH \$1,600,000</p> <p>Regional Mobility-Enabling Service Hub (Regional MESH) Lane Transit District, OR \$5,215,123</p> <p>Cloud Connectivity for TriMet's Light Rail Vehicles Tri-County Metropolitan Transportation District of Oregon, OR \$2,360,000</p> <p>PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities Vanderbilt University, TN \$8,666,053</p>
<p>Amendment Action:</p>	<p>The formal amendment adds the FFY 2023-24 ATTAIN award for TriMet to the MTIP and STIP.</p>
<p>Added Notes:</p>	<p>This is another grant award program that will occur under the “direct recipient” delivery rules. TriMet will work directly with FHWA (and not FTA) to develop and execute their required grant agreement, plus obligate, and expend the grant funds. The fund obligation will be through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS) or FTA’s Transit Award Management System (TrAMS).</p> <p>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.</p> <div data-bbox="500 1171 1169 1528"> </div> <p>While all of Washington County’s north-south arteries shown on 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.</p>

<p>Project Number: 11</p>	<p>Key Number: 23787</p>	<p>Status: Add New Project</p>
<p>Project Name:</p>	<p>Tualatin and Neighbors Charging Up (TANC-UP)</p>	
<p>Lead Agency:</p>	<p>Tualatin</p>	
<p>Description:</p>	<p>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. Up to 125 unique</p>	

	<p>sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)</p>																														
<p>Funding Summary:</p>	<p>The funding award source is from the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program). The federal award totals \$15,000,000. With required match the total programming is \$18,800,000.</p>  <table border="1"> <thead> <tr> <th>State</th> <th>Project Name</th> <th>City</th> <th>Federal Award</th> <th>Match</th> <th>Category</th> </tr> </thead> <tbody> <tr> <td>OK</td> <td>Choctaw Nation of Oklahoma's EV Charging Deployment Project</td> <td>Choctaw Nation of Oklahoma</td> <td>\$5,179,880.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>OR</td> <td>Albany, Oregon 2024 Charging and Fueling Infrastructure Program</td> <td>City of Albany</td> <td>\$1,848,960.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr style="border: 2px solid green;"> <td>OR</td> <td>Tualatin and Neighbors Charging Up (TANC-UP)</td> <td>City of Tualatin</td> <td>\$15,000,000.00</td> <td>EV Charging</td> <td>Community</td> </tr> <tr> <td>PA</td> <td>Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor</td> <td>City of Philadelphia</td> <td>\$2,224,800.00</td> <td>EV Charging</td> <td>Corridor</td> </tr> </tbody> </table>	State	Project Name	City	Federal Award	Match	Category	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
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<p>Added Notes:</p>	 <p>Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.</p>																														

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is

fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the December FFY 2025 Formal MTIP amendment (DC25-03-DEC) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	November 27, 2024
• Initiate the required public notification/comment process.....	December 3, 2024

- TPAC approval recommendation to JPACT..... December 6, 2024
- JPACT approval and recommendation to Council..... December 19, 2024
- Completion of public notification/comment process..... January 3, 2025
- **Metro Council approval..... January 9, 2024**

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** Due to the holidays timeframe, the possibility of JPACT or Council meeting date changes is fairly significant.
- *** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | January 15, 2025 |
| • USDOT clarification and final amendment approval..... | Late February 2025 |

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** The approval of the two Metro projects in the amendment bundle will impact the budget as follows:
 - a. Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued:
The amendment approval will commit the remaining authorized \$5 million of Metro approved Carbon funds to be committed to the project. A budget adjustment appears will be needed to the UPWP to add the Carbon funding.
 - b. Key 23807 - Targeted Safe Routes to School Interventions in Portland Area (Metro):
The amendment adds the new SS4A federal grant funds of \$1,110,000 to the Resource Development Regional Travel Option’s budget to develop the Safe Routes to Schools intervention strategies. The required local match of \$277,500 is required by Metro to obligate the federal funds. A UPWP budget amendment appears will be needed to address the new SS4A federal grant.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5448 on December 19, 2024 and is now providing their recommendation for Metro Council to provide their final approval of Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.

Attachments:

1. Key 23623 – TV Hwy Safety and Transit Project Flyer
2. Safe Streets For All Overview Flyer