



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 10, 2025
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request
– MR25-08-MAR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

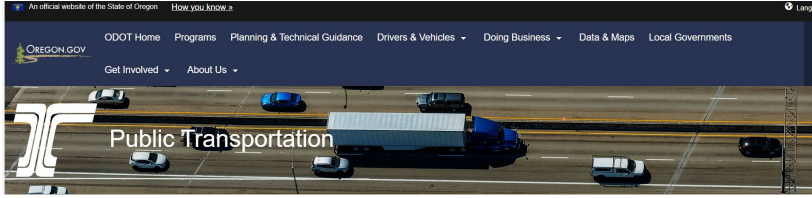
What is the requested action?

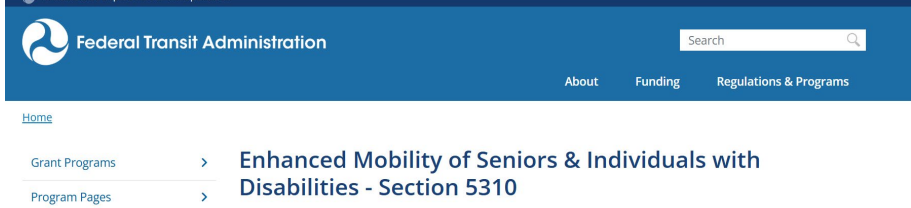
TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.

TPAC March 7, 2025, Meeting Summary:

TPAC members received their official notification and overview of the amendment bundle. There was no significant discussion. TPAC unanimously provided their approval recommendation for JPACT to approve Resolution 25-5473 containing the new paratransit replacement vehicle replacement project.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: 23838	Status: Add New Project																																																																																																
Project Name:	Transit Vehicle Replacement Tri-Met FFY25																																																																																																	
Lead Agency:	ODOT PTD																																																																																																	
Description:	<p>ODOT PTD FFY 2025 award to TriMet 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. State STBG will be flex transferred to FTA for TriMet.</p>																																																																																																	
Funding Summary:	<p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA’s Transit Award Management System (TrAMS).</p>  <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table border="1" data-bbox="493 1549 1409 1745"> <thead> <tr> <th>Overall STIP Fix-It Funding Allocations by Program</th> <th>Federal</th> <th>SHF</th> <th>HB 2017</th> <th>B/P 1%</th> <th>TOF</th> <th>Local</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Discretionary Non-Highway</td> <td>174,145,647</td> <td>2,567,500</td> <td>-</td> <td>9,728,630</td> <td>686,727</td> <td>6,910,443</td> <td>194,038,947</td> </tr> <tr> <td>Off-System Bike Ped</td> <td>49,213,147</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>5,632,665</td> <td>54,845,812</td> </tr> <tr> <td>SRTS Education</td> <td>4,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>444,444</td> <td>4,444,444</td> </tr> <tr> <td>Transportation Options</td> <td>7,500,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>833,333</td> <td>8,333,333</td> </tr> <tr> <td>Bike-Ped Strategic</td> <td>45,000,000</td> <td>-</td> <td>-</td> <td>5,150,451</td> <td>-</td> <td>-</td> <td>50,150,451</td> </tr> <tr> <td>ODOT SRTS Infrastructure</td> <td>25,000,000</td> <td>-</td> <td>-</td> <td>2,861,362</td> <td>-</td> <td>-</td> <td>27,861,362</td> </tr> <tr> <td>Transit Vehicle Replacement</td> <td>15,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>15,000,000</td> </tr> <tr> <td>Passenger Rail Facility Planning</td> <td>1,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>114,454</td> <td>-</td> <td>1,114,454</td> </tr> <tr> <td>Great Streets</td> <td>22,432,500</td> <td>2,567,500</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>25,000,000</td> </tr> <tr> <td>Innovative Mobility Pilot</td> <td>5,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>572,272</td> <td>-</td> <td>5,572,272</td> </tr> <tr> <td>21-24 ODOT SRTS Infrastructure</td> <td>-</td> <td>-</td> <td>-</td> <td>1,716,817</td> <td>-</td> <td>-</td> <td>1,716,817</td> </tr> </tbody> </table>		Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total	Discretionary Non-Highway	174,145,647	2,567,500	-	9,728,630	686,727	6,910,443	194,038,947	Off-System Bike Ped	49,213,147	-	-	-	-	5,632,665	54,845,812	SRTS Education	4,000,000	-	-	-	-	444,444	4,444,444	Transportation Options	7,500,000	-	-	-	-	833,333	8,333,333	Bike-Ped Strategic	45,000,000	-	-	5,150,451	-	-	50,150,451	ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362	Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000	Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454	Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000	Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272	21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817
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Amendment Action:	<p>The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.</p>																																																																																																	

<p>Added Notes:</p>	<p>Project Location: NA: Regional application</p> <p>About FTA’s Section 5310 Program:</p>  <p>Overview</p> <p>This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p>Eligible Activities</p> <p>Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Buses and vans • Wheelchair lifts, ramps, and securement devices • Transit-related information technology systems, including scheduling/routing/one-call systems • Mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Travel training • Volunteer driver programs • Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features • Improvements to signage, or way-finding technology • Incremental cost of providing same day service or door-to-door service
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	<ul style="list-style-type: none"> • Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs • Mobility management programs
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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 March 2025 Formal MTIP amendment (MR25-08-MAR) 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.
- 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.....	February 28, 2025
• Initiate the required public notification/comment process.....	March 4, 2025
• TPAC approval recommendation to JPACT.....	March 7, 2025
• JPACT approval and recommendation to Council.....	March 20, 2025
• Completion of public notification/comment process.....	April 2, 2025
• Metro Council approval.....	April 10, 2025

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** 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.....	April 15, 2025
• USDOT clarification and final amendment approval.....	Late May 2025

Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- ~~As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.~~
- As of March 7, 2025, FHWA has reversed their two-step approval process. Formal/Full MTIP/STIP amendments only require approval from the FHWA state field office. They will not require a second approval from FHWA Headquarters in Washington DC.

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 2024-27 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:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

TPAC met on March 7, 2025, and provided their approval recommendation to JPACT for resolution 25-5473 to add the new paratransit vehicle replacement project into the MTIP.

No Attachments.