

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 15, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June FFY 2023 MTIP Formal Amendment & Resolution 23-5345 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING THREE NEW PROJECTS AND CANCELING ONE PROJECT TO THE 2021-24 MTIP ENABLING REQUIRED FEDERAL APPROVAL ACTIONS TO MOVE FORWARD

BACKGROUND

What This Is - Amendment Summary:

The June FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contain four projects. Three are new projects being added to the MTIP. Two of the new projects originate from the Oregon Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) funding call. One new project originates from a discretionary grant award from FHWA's Bridge Investment Program (BIP). Adding the three projects now will enable them to initiate various required project delivery actions.

The fourth project is being canceled and removed from the MTIP and STIP. The project is a Clackamas County ODOT funded Highway Safety Improvement Program (HSIP) project which proposed various safety upgrades along Redland Rd. However, other related project have completed several of the safety improvements in the project area. The remaining High Friction Surface Treatment (HFST) cost review determined additional costs would be required to complete the scope of work. Upon review by ODOT and Clackamas County, both provided concurrence to cancel the project. The HSIP funds will be returned to ODOT's All Roads Transportation Safety (ARTS) program.

What is the requested action?

JFACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

A summary of the project and amendment actions are shown on the next pages.

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 # 23462 MTIP ID TBD <i>(New Project)</i>	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	<u>ADD NEW PROJECT:</u> Add new Oregon Department of Environmental Quality (DEQ) CMAQ awarded project to install up to 22 new EV charging stations
(#2) ODOT Key # 23463 MTIP ID TBD <i>(New Project)</i>	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<u>ADD NEW PROJECT:</u> 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 # 23456 MTIP ID TBD <i>(New Project)</i>	ODOT (and WSDOT)	IBR Hayden Island Ground Improvement Study	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	<u>ADD NEW PROJECT:</u> 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 # 21621 MTIP ID 71175	Clackamas County	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edge line/fog line markings on curves to improve driver control in this area.	<u>CANCEL PROJECT:</u> Cancel and remove project from the 2021-24 MTIP

TPAC June 2, 2023, Meeting Summary:

Ken Lobeck, Metro staff presented an overview of the June 2023 Formal MTIP Amendment to TPAC members. He provide a summary of the changes to each of the four projects in the amendment bundle and why the changes were occurring. There was no discussion among TPAC members about the amendment and it was passed unanimously to recommend approval to JPACT.

JPACT June 15, 2023 Meeting Summary:

JPACT convened on June 15, 2023 at the Metro Council Chambers. The June 2023 Formal MTIP Amendment bundle containing four projects under Resolution 23-5345 was included on the Consent Calendar. JPACT moved an unanimously approved the Consent Calendar with no discussion as part of the official meeting.

Added note – Funding Adjustment to TriMet's EV Charging Station Project in Key 23463:

As part of the 30-day public notification/opportunity to comment period, TriMet notified Metro about a funding adjustment needed to their new EV Charging Station project in Key 23463 (Reference project number 2 listed on the following pages). Upon a subsequent review of the project, TriMet's Finance Department determined that the project's total project cost as proposed to be programed was short by \$15,000. TriMet requested Metro adjust the MTIP project worksheet to reflect the added \$15,000 as part of the final proposed project amendment. Staff has updated the MTIP worksheet (Exhibit A to the MTIP amendment bundle) in Key 23463 by adding \$15,000 to the construction phase as local overmatching funds. The revised total local overmatch in the construction phase increases to \$993,206. The total project cost increases to \$4,355,000. There is no change the federal \$2,840,00 DEQ CMAQ award to the project or any change in project scope of work as a result of the additional local overmatch. The increase is considered minor but is needed to ensure the MTIP and STIP will match up to TriMet's FTA Transit Award Management System (TrAMS) grant submission. The FTA review and approval step with between the STIP and TrAMS grant submission is required before the federal funds can be approved for expenditure. The update to the project as part of the amendment is considered an appropriate component to the public notification process.

Key 23463: TriMet Transit Center EV Chargers Adjusted Funding Overview

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
CMAQDEQ	Y400	2024	\$ 110,319					\$ 110,319
CMAQDEQ	Y400	2024		\$ 220,640				\$ 220,640
CMAQDEQ	Y400	2024				\$ 2,509,041		\$ 2,509,041
							Federal Totals:	\$ 2,840,000
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
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
							Local Total	\$ 1,515,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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

A summary of the actions for the four projects in the amendment bundle begins on the next page.

AMENDMENT SUMMARY

Project #1 Key 23462	Beaverton School District EV Chargers (Add new project) Lead Agency: Beaverton School District
<p><u>Project Description:</u></p> <p>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</p> <p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: Beaverton School District • ODOT Key Number: 23462 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: Not applicable. The project is funded with Congestion Mitigation Air Quality (CMAQ) funds which have a priority emphasis to provide air quality benefits. The improvements related back to the RTP's air quality improvement goals, but do not correspond to a specific project in the Constrained RTP. • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality's CMAQ award to the Beaverton School District. • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action. • OTC approval No. • Performance Measurements applicable: Yes. CMAQ. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The CMAQ award is \$169,107. 	
<p><u>Description of Changes</u></p> <p>The formal amendment adds the new DEQ CMAQ award to the Beaverton School District to the 2021-24 MTIP. The project will add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton. The CMAQ award is \$169,107 and requires a 10.27% minimum match against the federal funds. The Beaverton School District has provided the matching funds and \$358,212 of local overmatching funds to the project. The estimated total project cost is \$609,466.</p> <p>Beaverton School District (BSD) is expanding its alternative fuel fleet by replacing 30 diesel school buses with electric-powered school buses (ESBs) by</p>	



Fall 2025 and adding 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) located at 1270 NW 167th Pl Beaverton OR 97006. The CMAQ funding will support the procurement and installation for 21 Level 2 Clipper Creek 100-amp wall mount chargers.

The overall benefits of replacing 30 diesel buses with electric-powered units include elimination of harmful airborne particulate matter, noxious gases, and other pollutants which students, employees, and the public would otherwise ingest; significant reduction in vehicle maintenance and fuel expense for the district; increased lifecycle of mechanical parts on ESB's; interior vehicle noise reduction (which has a significant positive effect on special needs students having sensory input issues); and eventually returning electrical power back to the grid via V2G technology from stored battery energy once PGE has achieved this ability.

Support Item(s):

Air Quality Emission Reduction Analysis Findings

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 _{2.5})	0.027	5.13	0.10
Particulate Matter <10 µm (PM ₁₀)	0.107	20.33	0.41
Volatile Organic Compounds (VOC)	0.108	20.52	0.41

Carbon Dioxide Emissions (CO2) (30 buses) [3]	Diesel Bus	Electric Bus
Annual Energy Consumption	1,885,008 gal	16,022,568 kWh
Emissions Factor (lbs CO2/unit)	22.4	0.5
Annual Emissions (lbs CO2)	42,224,179	8,075,374
Lifetime Emissions (lbs CO2)	1,266,725,376	242,261,228
Savings Emissions Savings (lbs CO2)		1,024,464,148

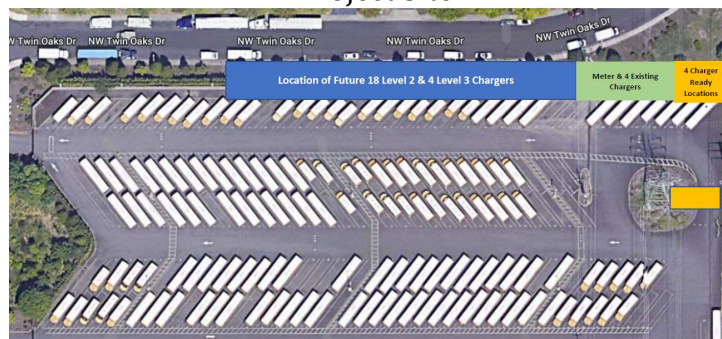
2 FHWA/CMAQ Emissions Calculator, 190-day year

3 PGE Lifetime Savings Estimator

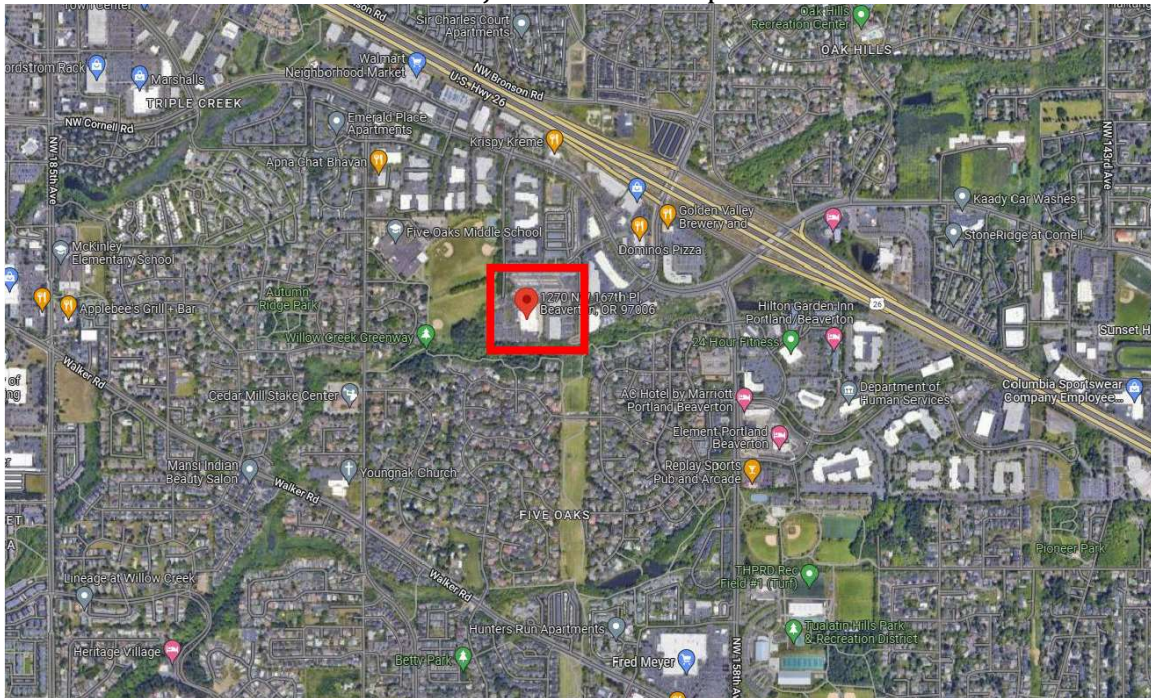
Use the following boxes to show estimated reduction amount (kg/day).

VOC	0.108	PM2.5	0.027	PM10	0.107
NOx	2.585	CO	1.114	CO2	100,786
Duration of PM10 & CO Benefit			Years	20	

Project Site



Project Location Map



About CMAQ Funds

Federal CMAQ funds are not directly transportation funds. CMAQ funds are air quality improvement funds that support eligible transportation related projects. CMAQ funds 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).

Many types of projects are eligible under the CMAQ program including electric vehicles and **charging stations**, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micro-mobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

The Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL) continues all prior CMAQ eligibilities. Each CMAQ project must meet three basic criteria:

1. The project must be a transportation related project.
2. The project must be located in or benefit a nonattainment or maintenance area
3. The project must generate an emissions reduction.

Note: Many CMAQ projects also provide congestion reduction benefits and reduce greenhouse gas emissions. Since its beginning in 1992, the CMAQ program has provided more than \$42 billion for over 45,000 transportation-related emission reduction projects

by State transportation departments (DOTs), metropolitan planning organizations (MPOs), and other sponsors across the country.

Examples of CMAQ Eligible projects include the following:

- Alternative fuels and vehicles.
- Bicycle and pedestrian facilities/programs.
- Diesel engine replacement or retrofit.
- Electric vehicles and **charging**.
- Idle reduction.
- Intermodal freight facilities and port improvements.
- Improvements to locks and dams and marine highways.
- Operating assistance.
- Transit improvements.
- Transportation control measures (TCMs).
- Transportation management associations.
- Travel demand management.
- Shared micro-mobility.

Under the IIJA/BIL legislation, the CMAQ program adds four new eligibilities:

- Shared micro-mobility: bikeshare and shared scooters.
- Purchase of medium or heavy duty zero emission vehicles and related charging stations.
- Modernization or rehabilitation of a lock and dam or a marine highway corridor under certain circumstances.
- No time limitation on operating assistance to include transit systems in small urban and rural areas.

Project #2 Key 23463	TriMet Transit Center EV Chargers (Add new project) Lead Agency: TriMet
<u>Project Description:</u>	
The project will purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	
Identifications/Key Consistency Check Areas:	
<ul style="list-style-type: none"> • Lead Agency: TriMet • ODOT Key Number: 23643 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12081 – Bus Electrification of Bus Fleet: Phase 1 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The ODOT State CMAQ manage provided confirmation of the Oregon Department of Environmental Quality’s CMAQ award to TriMet • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Construction or renovation of power, signal, and communications systems. 	

- OTC approval No.
- Performance Measurements applicable: Yes. CMAQ
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The DEQ CMAQ award is for \$2,840,000. The CMAQ funds are expected to be flex transferred to FTA.

Description of Changes

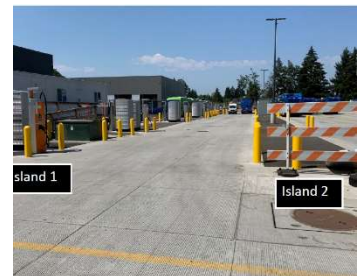
The formal amendment adds the new DEQ CMAQ award for TriMet to the 2021-24 MTIP. TriMet will procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center. These chargers will support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service.

The CMAQ award is \$2,840,000 and requires a 10.27% minimum match against the federal funds. TriMet has provided the matching funds and \$1,515,000 of local overmatching funds to the project. The estimated total project cost is \$4,355,000.

Construction at Powell Garage is nearing completion to reconfigure the site to support a mixed fleet including larger, articulated buses, and TriMet's growing fleet of zero emission battery electric buses. TriMet has committed to transition its entire bus fleet to zero emissions by 2040, and has just placed an order for 24 BEBs to be housed at Powell Garage, arriving in FY24. The CMAQ funding will fund the purchase and expansion of 12 additional Buy America compliant at Island Charging Station 2. Medium voltage power electronics and gear are in place to support expansion seamlessly without disrupting bus operations.

Additionally, the project will add charging infrastructure to allow TriMet to extend the operation of zero emissions buses, dispatched from Merlo Garage, and laying over at Beaverton Transit Center, to routes and scheduling blocks that require ranges of more than 150 miles. In the course of adding this infrastructure, improvements will also be made to accommodate higher capacity, sixty-foot, articulated, long-range battery electric buses.

Powell Garage



Beaverton Transit Center
Overhead Pantograph Fast
Chargers



Support Item(s):

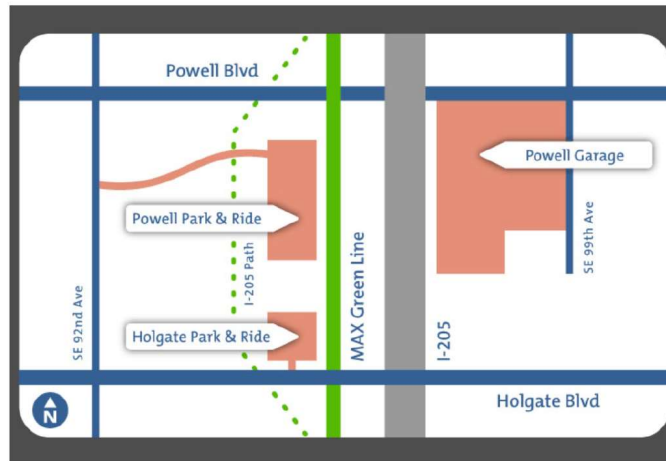
Air Quality Emission Reduction Analysis Findings

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	.8439	PM2.5	.1324	PM10	.1408
NOx	25.9111	CO	5.9796	CO2	
Duration of PM10 & CO Benefit				Years	10

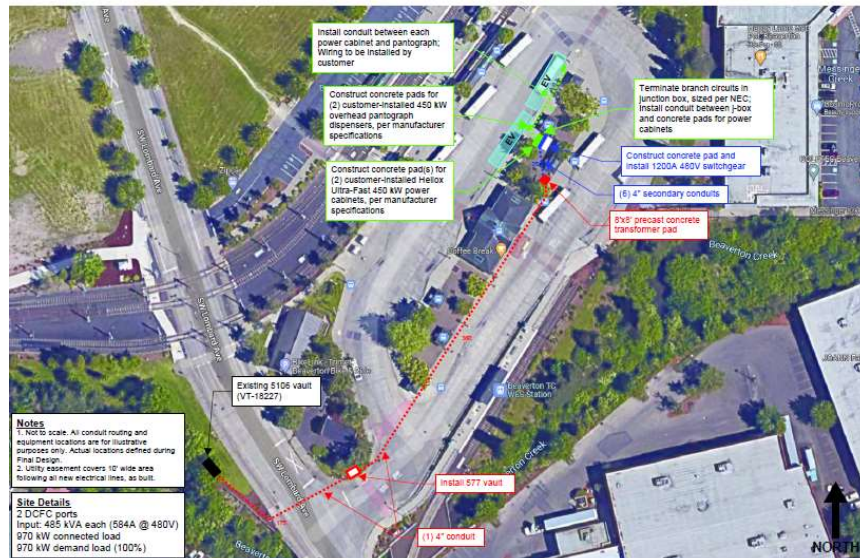
Project Location – Powell Garage



Project Location – Beaverton Transit Center

Preliminary Site Design

TriMet – Beaverton Transit Center (3864 SW Lombard Ave, Beaverton)



Project #3 Key 23456	IBR Hayden Island Ground Improvement Study (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u></p> <p>The study is intended 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</p> <p><u>Identifications/Key Consistency Check Areas:</u></p> <ul style="list-style-type: none"> • Lead Agency: ODOT (and WSDOT) • Project Administrator: • ODOT Key Number: 23456 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 10893 - I-5 Columbia River Bridge • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. The funding award was verified through the FHWA FY 2022 BIP Planning Awards fact sheets • Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality – Planing and Other Technical Studies • OTC approval No. • Performance Measurements applicable: No – Not Applicable. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • Additional information: The BIP Planning grant award is \$1,000,000. The estimated total project cost is \$2 million dollars. 	
<p><u>Description of Changes</u></p> <p>The formal 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.</p> <p>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</p>	



Photo Source: Oregon DOT, Oregon

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.

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 (2001)	\$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

Proof-of-Funding Verification/Fiscal Constraint Demonstration



BIP Planning Grant Awards 2022



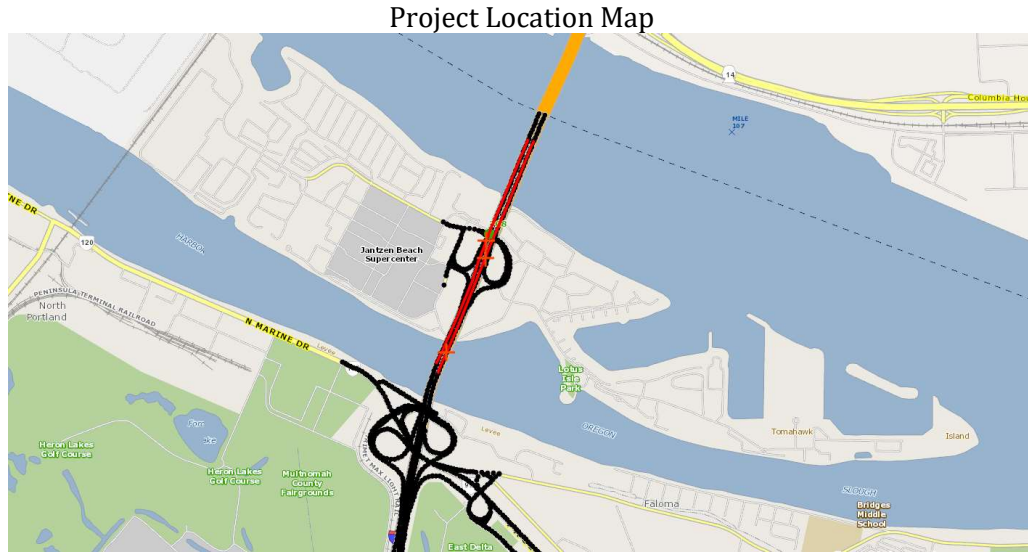
BIP Planning, Urban

IBR Hayden Island Ground Improvement Study

Oregon DOT, Oregon

Grant Funding: \$1,000,000

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

Support Item(s):

Project #4
Key
21621

S Redland Rd: OR213 - Springwater Rd (Clackamas County)
(Cancel Project)
Lead Agency: Clackamas County

Project Description:

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

Identifications/Key Consistency Check Areas:

- Lead Agency: Clackamas County
- Project Administrator: ODOT
- ODOT Key Number: **21621**
- MTIP ID#: 71175
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: N/A. The HSIP funds will be returned to the ODOT All Roads Transportation Safety program.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Safety – Highway Safety Improvement Program Implementation
- OTC approval No.
- Performance Measurements applicable: No – Not Applicable
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Not Applicable
- Can the required changes be made without issues: Yes.
- Additional information: Clackamas County provided concurrence to cancel the project as well.

Description of Changes

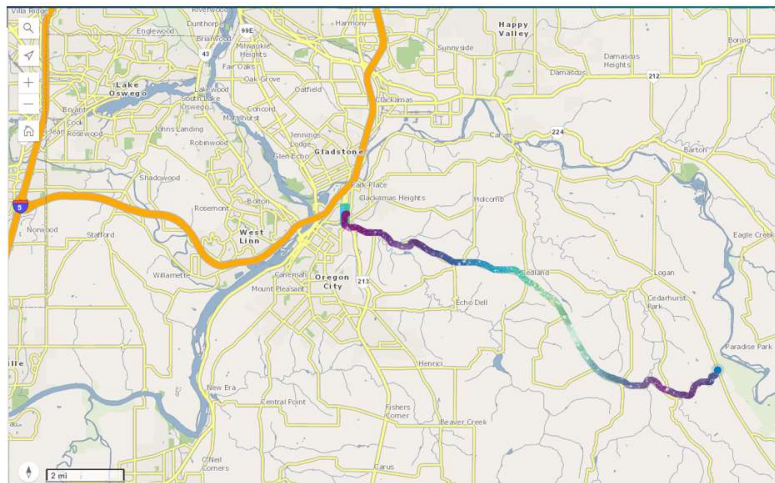
The formal amendment cancels the project and removes it from the MTIP and STIP.

Two of the planned safety countermeasures (sign enhancements and edge line striping) have been completed through another project and only one remaining safety countermeasure, High Friction Surface Treatment (HFST), remained to be completed. However, ODOT's review determined that the HFST would not be cost effective and as initially proposed. Additional special materials along with special contractors plus equipment would be required to complete the HFST.

The review determined the existing project was not sufficient to cover the design and construction of the HFST scope element. Since Clackamas County has replaced the signs and completed the edge-line/fog markings through another project, ODOT's Region 1 Traffic Unit proposed canceling the project. The existing Highway Safety Improvement Program (HSIP) funding will be returned to the ODOT ARTS program and will help fund other ARTS projects. Clackamas County evaluated the cancellation request and provided their concurrence on April 17, 2023.

Support Item(s):

Project Location Map

**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. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.

- 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 has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June FFY 2023 Formal MTIP amendment (JN23-10-JUN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	May 26, 2023
• Initiate the required 30-day public notification process.....	May 30, 2023
• TPAC notification and approval recommendation.....	June 2, 2023
• JPACT approval and recommendation to Council.....	June 15, 2023
• Completion of public notification process.....	June 28, 2023
• Metro Council approval.....	July 6, 2023

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):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	July 12 ,2023
• USDOT clarification and final amendment approval.....	Early/mid-August 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

JPACT met on June 15, 2023 and approved Resolution 23-5345 and now recommends Metro Council provide the final approval to add the three new projects and cancel the Clackamas County HSIP funded Redland Rd project to the 2021-24 MTIP under Resolution 23-5345.

No Attachments.