

Exhibit A
April FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: AP24-07-APR

The April Federal Fiscal Year 2024 Formal MTIP Amendment adds five new projects to the MTIP. MTIP and STIP programming is required to meet federal transportation delivery requirements. A summary of the changes includes the following:

- [**Key 22728 - Northwest Oregon Curve Warning Upgrades \(2027\) \(ODOT\)**](#): The formal amendment adds the preliminary engineering phase for this new project grouping bucket.
- [**Key 23612 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1 \(ODOT\)**](#): The formal amendment adds the Utility Relocation and Construction phases for this new ODOT ADA Curbs and Ramps upgrade project grouping bucket to the MTIP.
- [**Key 23630 - TriMet Battery Electric Buses Purchase \(TriMet\)**](#): The formal amendment adds the new Oregon Department of Environmental Quality Congestion Management Air Quality (CMAQ) funding award for TriMet to the MTIP to support the purchase of a new replacement full-sized Battery Electric Bus.
- [**Key NEW TBD - Gateway Transit Center Upgrades - TriMet**](#): The formal amendment adds the new FFY 2024 Congressional approved Congressionally Directed Spending (CDS) award to the MTIP for TriMet that provides supplemental funding in support of ongoing upgrades to the Gateway Transit Center as part of the Better red MAX Line Extension Project.
- [**Key NEW - Columbia Zero Emissions Bus Operations Facility - TriMet**](#): The formal amendment adds the new FFY 2024 Congressional approved Congressionally Directed Spending (CDS) award to the MTIP to support the design and construction of the new Columbia Zero Emissions Operations Facility for TriMet.

The Exhibit A Tables starting on the next provide a summary of the changes and programming actions for the included projects. See the Exhibit A MTIP Worksheets for the detailed changes and consistency review areas.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5409

April FFY 2024 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: AP24-07-APR
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the April 2024 Formal Amendment				
None				
Category: New Projects Being Added to the MTIP				
(#1) ODOT Key # 22728 MTIP ID TBD <i>New Project</i>	ODOT	Northwest Oregon Curve Warning Upgrades (2027)	Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.	<u>ADD NEW PROJECT:</u> The formal amendment adds the preliminary engineering phase for ODOT’s Curve Warning Safety Upgrades project to the MTIP.
(#2) ODOT Key # 23612 MTIP ID 71228 <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ADA Curbs and Ramps upgrade project which includes adding the Utility Relocation plus Construction phases. Preliminary Engineering is being completed as part of Key 22978.
(#3) ODOT Key # 23630 MTIP ID New – TBD <i>New Project</i>	TriMet	TriMet Battery Electric Buses Purchase	This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new DEQ CMAQ funded project to the MTIP for TriMet.

<p>(#4) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>Gateway Transit Center Upgrades - TriMet</p>	<p>Supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Congressional approved \$1 million dollars FFY 2024 Congressionally Directed Spending (CDS) project award to the MTIP in support of ongoing Gateway Transit Center upgrades</p>
<p>(#5) ODOT Key # New - TBD MTIP ID New – TBD <i>New Project</i></p>	<p>TriMet</p>	<p>Columbia Zero Emissions Bus Operations Facility - TriMet</p>	<p>The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds new Congressional approved new \$5 million FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet to support the construction of the Columbia Zero Emissions Bus Operations and Maintenance Facility in northern Portland on Columbia Blvd.</p>

Proposed Amendment Review and Approval Steps:

- Tuesday, April 2, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, April 5, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, April 18, 2024: JPACT meeting.
- Wednesday, May 1, 2024: End 30-day Public Comment period.
- Thursday, May 9, 2024: Final approval from Metro Council anticipated.
- Early to mid-June 2024: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ARTS Safety PGB to
 the 2024-27 MTIP

Project #1

Project Details Summary							
ODOT Key #	22728	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		24-27-0855	

Summary of Amendment:

Key 22728 is an existing non-Metro MPO statewide Project Grouping Bucket (PGB) focusing on required curve warning safety upgrades. The PGB will now complete scoping reviews to determine eligible projects which also now will include Region 1 locations. Key 22728 will eventually include approved Region 1 site locations that are inside the Metro MPA boundary. As a result of this, the PGB is required to be programmed in the Metro MTIP. The funding originates from the OODT ARTS program (All Roads Transportation Safety) which has a purpose to achieve a significant reduction in fatalities and serious injuries through a data-driven strategic approach to improving safety on all public roads, with a focus on implementation of cost-effective and proven measures. Only Preliminary Engineering is being programmed at this time. Applicable ROW, UR, and Construction phase programming will occur at a later time. The existing non-MPO programming for Key 22728 totals \$529,423. Additional authorized ARTS Program funding is being added to the Metro MTIP version in Key 22728 for a revised total of \$1,351,310. By adding the project to the Metro MTIP, a fiscal constraint impact occurs which triggers the need for a formal/full MTIP amendment.

Project Name:	Northwest Oregon Curve Warning Upgrades (2027)						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	No	

Short Description:

Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.

MTIP Detailed Description (Internal Metro use only):

At various possible eligible site locations in the western and southern Metro MPA boundary area, complete required design and scoping activities to later install warning signs at curves on various highway segments to aid in reducing vehicle collisions. (ARTS funding)

STIP Description:

Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification and Reconfiguration	Systems Management, ITS and Operations
ODOT Work Type:	Safety		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024		\$ 821,887					\$ 821,887
HSIP	YS30	2024		\$ 529,423					\$ 529,423
Federal Totals:			\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310

Note: The State STBG and HSIP funds are 100% federal, no minimum match required.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
Total Estimated Project Cost							\$ 1,351,310
Total Cost in Year of Expenditure:							\$ 1,351,310

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project is only programming the PE phase at this time.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,351,310	\$ -	\$ -	\$ -	\$ -	\$ 1,351,310

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 529,423					Aid ID
Federal Funds Obligated:		\$ 529,423					SA00(628)
EA Number:		PE003545					FHWA or FTA
Initial Obligation Date:		11/28/2023					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT ARTS Program	
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT ARTS Program funding is being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Not Identified Yet	Not Identified Yet	Not Identified Yet	Not Identified Yet
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Identified Yet		Not Identified Yet		Not Identified Yet

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Performance measure assessment can't be applied until specific locations are known

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Traffic control devices and operating assistance other than signalization projects
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Planning project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: Goal # 2 - Safer System: Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

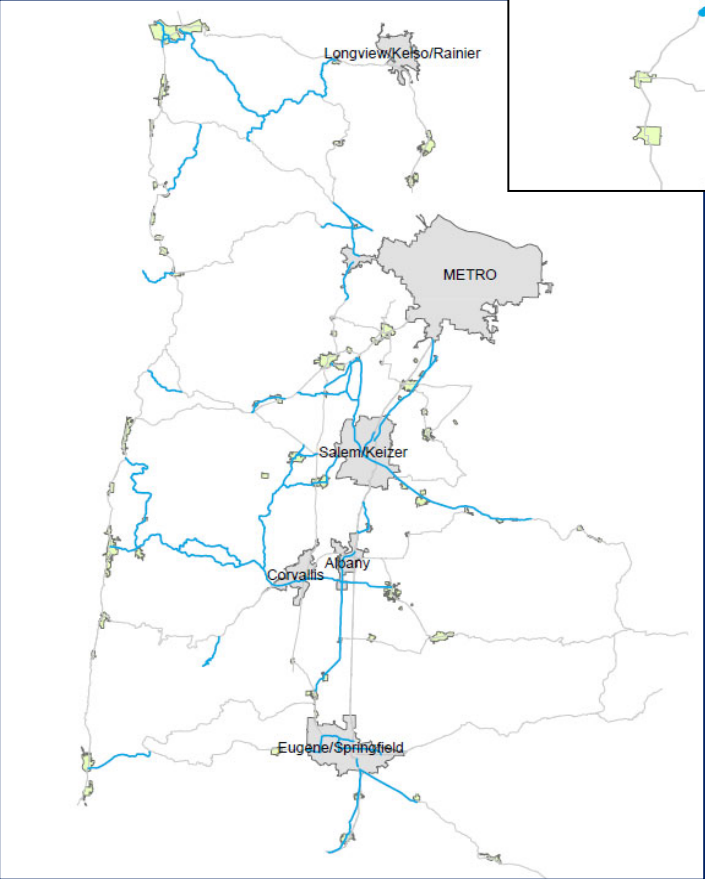
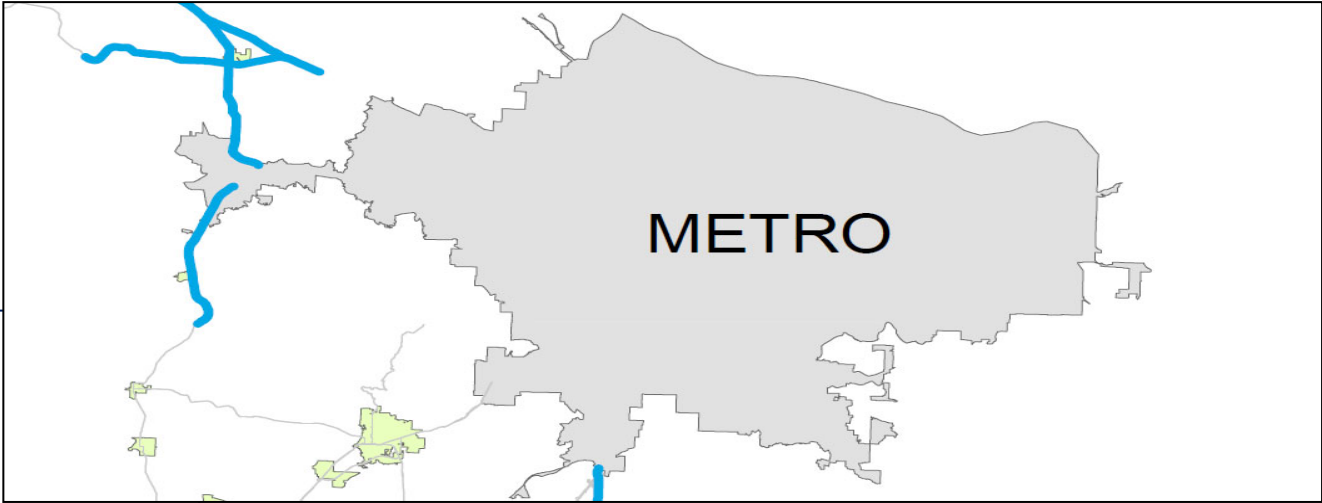
Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be April 2, 2024 to May 1, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7. Added notes:

Fund Codes References

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.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Current non-MPO Statewide Key 22728 programmed in the STIP. Because the project exists outside of the Metro MPA boundary, MTIP programming is not required.

Name: Curve warning upgrades (Clatsop, Lincoln & Polk Counties)					Key: 22728		
Description: Complete design to install warning signs at curves on the following highway segments to aid in reducing vehicle collisions.							Region: 2
MPO: Non-MPO			Work Type: SAFETY				
Applicant: ODOT			Status: PROJECT FUNDED THROUGH FINAL PLANS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$529,423.00					\$529,423.00
Fund 1		YS30 \$529,423.00					
Match							
Footnote:							



Statewide and Metro MPA specific targeted routes to complete scoping and final eligible site location determinations. Metro MPA boundary area potential site locations are in the extreme western and southern part of the MPA.

Key Number: 22728 2024-2027 STIP

Project Name: Northwest Oregon curve warning upgrades (2027) (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIA	60.82%	821,887.00	100.00%	821,887.00	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIA	39.18%	529,423.00	100.00%	529,423.00	0.00%	0.00	0.00%	0.00
PE Totals			100.00%	1,351,310.00		1,351,310.00		0.00		0.00
Grand Totals						1,351,310.00		0.00		0.00

Note: The below table is a sample of the possible site locations that require additional scoping to determine if they will be included in the final approved site list. There are approximately 563 identified statewide site locations with approximately 77 identified in Region 1. The scoping list does not reflect the final approved list of site locations where the curve warning upgrades will occur. As a result of this, the project grouping bucket is considered "regional - final approved site locations not yet determined".

ODOT Curve Warning Scoping Inventory List

Scoping Number	District/ Area	Route Number	Mainline Highway ID	Mainline or Connection or Frontage Rd	Notes and/or Connection or Frontage Rd Highway ID	BEGIN MP	END MP
2427_00198	1	OR-47	Hwy 29 - Tualatin Valley Hwy	Mainline	None	19.30	25.72
2427_00198	1	OR-6	Hwy 37 - Wilson River Hwy	Mainline	None	42.30	51.68
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - OCEAN PLACE CONN.	Connection	037AA	0.22	0.26
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 1	Connection	037AB	49.10	49.23
2427_00198	1	N/A	Hwy 37 - Wilson River Hwy - NEHALEM HWY. CONN. NO. 2	Connection	037AC	49.10	49.23
2427_00187	1	OR-53	Hwy 46 - Necanicum Hwy	Mainline	cut from	0.04	19.03
2427_00198	1	US-26	Hwy 47 - Sunset Hwy	Mainline	None	45.41	55.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - COAST HWY CONN.	Connection	047AA	0.11	0.19
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - SUNSET S.R.A. CONN.	Connection	047AB	28.63	29.09
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - WILSON RIVER HWY CONN.	Connection	047AC	53.21	53.34
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 1	Connection	047AE	55.01	55.22
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 2	Connection	047AF	55.10	55.30
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 3	Connection	047AG	55.19	55.43
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 4	Connection	047AH	55.38	55.60
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - DERSHAM RD. CONN. NO. 5	Connection	047AI	54.68	54.93
2427_00198	1	N/A	Hwy 47 - Sunset Hwy - TILLAMOOK JCT. FRONTAGE RD.	Frontage Rd	047AD	53.62	53.98
2427_00187	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	cut from	0.00	46.14
2427_00198	1	OR-47	Hwy 102 - Nehalem Hwy	Mainline	None	80.83	90.16
2427_00198	1	N/A	Hwy 102 - Nehalem Hwy - WARRENTON-ASTORIA HWY CONN.	Connection	102AA	1.43	1.52



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new ODOT ADA Curbs and Ramps upgrade project

Project #2

Project Details Summary							
ODOT Key #	23612	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		24-27-0814	

Summary of Amendment Changes Occurring:
 The formal MTIP Amendment adds the new ODOT ADA curbs and ramps upgrade project to the MTIP and STIP. Required funding was approved by the OTC during their March 14, 2024 meeting and originates from Key 23042. This specific project provides the funding to support Utility Relocation and construction phase needs. Preliminary Engineering activities were completed previously through funding in Key 22978.

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

MTIP Detailed Description (Internal Metro use only):
 Across Region 1, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) possibly up to 350 statewide site locations.

STIP Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACPO	2024				\$ 50,000			\$ 50,000
AC-GARVEE	ACPO	2024					\$ 11,685,116		\$ 11,685,116
Federal Totals:			\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

Notes:

1. Preliminary Engineering was completed through funding provided in Key 22978. Key 22978 was programmed and obligated as part of the 2021-24 MTIP and STIP and not carried over into the 2024-27 MTIP and STIP.
2. The expected Advance Construction conversion code is GAVREE Bond funds (GRVE fund code)
3. GARVEE bond funds are considered 100% federal. There is no associated required match.
4. The UR and Construction phase funding originates from a non-MPO Statewide project grouping bucket (PGB) in Key 22043.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

Total Estimated Project Cost \$ 11,735,116
 Total Cost in Year of Expenditure: \$ 11,735,116

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116
Phase Change Percent:	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 11,685,116	\$ -	\$ 11,735,116

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.4%	99.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.4%	99.6%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TrAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2028
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	


Fiscal Constraint Consistency Review
1. What is the source of funding? Federal GARVEE funds
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new federal AC funds with the expected conversion to be GARVEE funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC staff report item.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Yes. OTC approval was required and occurred on March 14, 2024
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Eventually	TBD	TBD	TBD	TBD
Cross Streets	Route or Arterial		Cross Street		Cross Street
	TBD		TBD		TBD

Note: The funding may support up to 350 site locations throughout region 1.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Regionwide for the time being. Specific locations to be determined 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	TBD	Possible - Specific future locations may be located on the NHS
Functional Classification	N/A	TBD	TBD
Federal Aid Eligible Facility	N/A	Yes	Specific site locations will be federal aid eligible.

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Not at this time.**
3. Is the project included as part of the approved: UPWP? **No**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 2 - Safe System :
 Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be April 2, 2024 to May 1, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

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-GARVEE	The term Grant Anticipation Revenue Vehicles (GARVEEs) is considered a debt instrument that has a pledge of future Title 23 Federal-aid funding. A GARVEE is a type of anticipation vehicle, which are securities (debt instruments) issued when moneys are anticipated from a specific source to advance the upfront funding of a particular need. In the case of transportation finance the anticipation vehicles' revenue source is expected Federal-aid grants. In this case "AC-GARVEE" refers to the expectation that the conversion of the Advance Construction placeholder fund type will be GARVEE bonds.



Statewide Transportation Improvement Program
Amendment Project Summary

Generated on: 3/4/2024 11:45:17 AM
 Page 3 of 3

Key Number: 23612

2024-2027 STIP

Project Name: Portland Metro area 2024-2027 ADA curb ramps,

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	100.00%	50,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		50,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	11,685,116.00	100.00%	11,685,116.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	11,685,116.00		11,685,116.00		0.00		0.00
Grand Totals						11,735,116.00		0.00		0.00

Name: Portland Metro area 2024-2027 ADA curb ramp construction

Key: 23043

Description ADA program funding for future construction activities. Projects to be identified at a later date.

Region: 1

MPO: Non-MPO

Work Type: ADAP

Applicant: ODOT

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	VARIOUS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$117,430,000.00		\$117,430,000.00
Fund 1					ACPO \$117,430,000.0		
Match							

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[amendments](#)
[obligations](#)
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ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	

Across the Portland Metro region on Routes OR8, OR47, OR10, OR 43, OR99W, OR99E, OR213, US30, US26, I-5, I-84, I-205, and I-405, complete PE design requirements for future selected ADA compliant curb and ramp upgrade site locations



DATE: March 5, 2024

TO: Oregon Transportation Commission

FROM: 
Kristopher W. Strickler
Director

SUBJECT: Consent Item 05– 2024-2027 Quarterly OTC STIP Adjustment, March 2024

Requested Action:

Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

As shared at the July 2023 commission meeting update regarding the 2024-2027 STIP, ODOT will bring a list of projects for commission approval on a quarterly basis.

The goal of this adjustment is to streamline amendment needs and requests for commission consideration well in advance of project deadline requirements. To increase transparency and create efficiencies, the department is changing the STIP amendment process for the 2024-2027 STIP.

As part of the 2024-27 STIP development process, STIP funding programs allocated funds to individual projects for design. Construction funding was placed into a STIP reserve account for dispersal as projects are ready for delivery. This change allows funding to be added to individual projects when estimates are better aligned with market conditions prior to construction initiation, helping to reduce the need for multiple amendments.

The attached list includes current projects to be modified, cancelled, or in need of funding allocations from STIP reserves.

Additionally, ODOT is currently assessing STIP project delivery performance, transparency and outcomes. As a result of this review, the department is implementing additional quality controls for continued improvements to help reduce the need for changes within any given STIP cycle.

Next Steps:

With approval, ODOT will modify, cancel, or add funding to the attached list of projects in the 2024-2027 STIP.

Without approval, each project will be reviewed and brought forward as a separate amendment.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # (if applicable)	Phase	Primary Work Type	Funding Responsibility of new funds	Current Total (\$0 if new)	Proposed Total	Difference	Description of Change (limit to 200 characters)
23329	5	Eastern Oregon ARTS program Construction Reserve FFY24-27	Various	Various		CN	Safety	ARTS Region 5	\$ 6,680,333.70	\$ 5,555,333.70	\$ (1,125,000.00)	Reduce by \$1,125,000 and add to K23225.
23330	5	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27	Various	Various		CN	Safety	HB2017 Safety R5	\$ 742,259.30	\$ 617,259.30	\$ (125,000.00)	Reduce by \$125,000 and add to K23225.
23612	1	Portland Metro area 2024-2027 ADA curb ramps, phase 1	Various	Various		UR/CN	ADA	GARVEE - ADA	\$ -	\$ 11,735,116.00	\$ 11,735,116.00	Add new project (\$11,685,116 for CN and \$50K for UR), moving funds from K23043. Designed under project key 22978.
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction				CN	ADA	GARVEE - ADA	\$ 117,430,000.00	\$ 105,694,884.00	\$ (11,735,116.00)	Reduce by \$11,735,116 and add to to new project (KN TBD).
	1	OR211/US26 Curb Ramps (Molalla/Sandy)	OR211: 12.7 US26: 22.74	OR211: 13.29 US26: 24.61		RW	ADA	GARVEE - ADA	\$ -	\$ 834,000.00	\$ 834,000.00	Add new project, moving funds from K23038. Designed under project key 21488.
23038	1	Portland Metro area 2024-2027 ADA curb ramp right of way				RW	ADA	GARVEE - ADA	\$ 17,630,000.00	\$ 16,796,000.00	\$ (834,000.00)	Reduce by \$834,000 and add to new project (KN TBD).

The below table is sample form the total State Highway list of possible ADA candidate improvement locations. The list covers Region 1 possible site locations. The final approved list of site locations has not been determined yet. The possible candidate list includes 3,899 identified site locations in Region 1. A preliminary estimate indicates that up to 350 site locations may be funded . For now, the project grouping bucket for programming purposes is considered "regional- with locations not yet finalized."

OBJECTID *	SHAPE *	ODOT Highway Name	ODOT Highway Number	Highway Number Suffix	Roadway ID	Mileage Type	Overlap Mileage Code	Roadway Type	Begin Milepoint	End Milepoint	Linear Reference System Key	Linear Reference Method Key	GIS Process Date	Effective Date	SHAPE_Length
2902	Polyline M	PACIFIC	1	0	2	0	0	reg	282.34	282.66	000100200S00	00100I00	12/27/2023	2023	53.503453
1755	Polyline M	PACIFIC	1	0	1	0	0	reg	282.65	282.86	000100100S00	00100D00	12/27/2023	2023	1023.533974
1263	Polyline M	PACIFIC	1	0	2	0	0	reg	282.66	282.91	000100200S00	00100I00	12/27/2023	2023	1021.928771
1833	Polyline M	PACIFIC	1	0	1	0	0	reg	282.86	283.54	000100100S00	00100D00	12/27/2023	2023	3698.112554
780	Polyline M	PACIFIC	1	0	2	0	0	reg	282.91	283.01	000100200S00	00100I00	12/27/2023	2023	529.293279
2409	Polyline M	PACIFIC	1	0	2	0	0	reg	283.01	283.67	000100200S00	00100I00	12/27/2023	2023	3798.099476
214	Polyline M	PACIFIC	1	0	1	0	0	reg	283.54	284.05	000100100S00	00100D00	12/27/2023	2023	2890.682336
1828	Polyline M	PACIFIC	1	0	2	0	0	reg	283.67	284.15	000100200S00	00100I00	12/27/2023	2023	2532.054001
717	Polyline M	PACIFIC	1	0	1	0	0	reg	284.05	285.82	000100100S00	00100D00	12/27/2023	2023	9106.608742
3249	Polyline M	PACIFIC	1	0	2	0	0	reg	284.15	285.87	000100200S00	00100I00	12/27/2023	2023	9073.194034
2377	Polyline M	PACIFIC	1	0	1	0	0	reg	285.82	285.88	000100100S00	00100D00	12/27/2023	2023	285.03757
3636	Polyline M	PACIFIC	1	0	2	0	0	reg	285.87	285.88	000100200S00	00100I00	12/27/2023	2023	53.660316
3835	Polyline M	PACIFIC	1	0	1	0	0	reg	285.88	286.15	000100100S00	00100D00	12/27/2023	2023	1416.510431
741	Polyline M	PACIFIC	1	0	2	0	0	reg	285.88	286.22	000100200S00	00100I00	12/27/2023	2023	1852.392085
1835	Polyline M	PACIFIC	1	0	1	0	0	reg	286.15	286.45	000100100S00	00100D00	12/27/2023	2023	1678.848674
406	Polyline M	PACIFIC	1	0	2	0	0	reg	286.22	286.5	000100200S00	00100I00	12/27/2023	2023	1551.47698
2555	Polyline M	PACIFIC	1	0	1	0	0	reg	286.45	287.93	000100100S00	00100D00	12/27/2023	2023	7563.494161
3292	Polyline M	PACIFIC	1	0	2	0	0	reg	286.5	288.21	000100200S00	00100I00	12/27/2023	2023	8753.729269
3287	Polyline M	PACIFIC	1	0	1	0	0	reg	287.93	288.97	000100100S00	00100D00	12/27/2023	2023	5683.687985
878	Polyline M	PACIFIC	1	0	2	0	0	reg	288.21	289.06	000100200S00	00100I00	12/27/2023	2023	4288.848982
1942	Polyline M	PACIFIC	1	0	1	0	0	reg	288.97	289.27	000100100S00	00100D00	12/27/2023	2023	1605.961225
2365	Polyline M	PACIFIC	1	0	2	0	0	reg	289.06	289.28	000100200S00	00100I00	12/27/2023	2023	1348.812057
3214	Polyline M	PACIFIC	1	0	1	0	0	reg	289.27	289.75	000100100S00	00100D00	12/27/2023	2023	2500.169013



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new DEQ approved
 CMAQ project to the MTIP

Project #3 **CMAQ funds will be flex transferred to FTA, Conversion Code is 5307**

Project Details Summary							
ODOT Key #	23630	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes = 5307
MTIP Amendment ID:		AP24-07-APR	STIP Amendment ID:		24-27-0911		

Summary of Amendment Changes Occurring:
 The formal amendment adds the new DEQ approved CMAQ funded project for TriMet. This grant will fund one new replacement Battery Electric Bus (BEB) that will be purchased as part of a larger order of 17 vehicles (2026 BEB purchase) which will replace the 2900 series, diesel, 40-ft buses purchased from New Flyer, Inc., placed in service in the Spring of 2009. The BEB order currently placed that are expected to come in during FY2024 will be based at Powell Garage, which was recently re-built to provide updated maintenance facilities that can also support BEBs

Project Name:	TriMet Battery Electric Buses Purchase						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	
Emission Reductions Summary							
VOC:	0.0206	PM2.5:	0.0032	PM10:	0.0034		
NOx:	0.6255	CO:	0.1513	CO2:	---		
CMAQ State Manager Approval:	Debbie Gregg, Grants Director				2/16/2024		

Short Description:
 This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.

MTIP Detailed Description (Internal Metro use only):
 Purchase 1 replacement 40-foot replacement Battery Electric Bus which is part of a larger 17 replacement bus purchase to replace the series 2900 existing bus fleet.

STIP Description:
 This project will fund one new battery electric bus (BEB) purchase as part of a larger order of 17 vehicles (2026 BEB purchase) that will replace the 2900 series, diesel, 40-ft buses.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles - Replacement	Systems Management, ITS, and Operations
ODOT Work Type:	CMAQ		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQ	Y400	2025						\$ 262,016	\$ 262,016
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,016	\$ 262,016

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 29,989	\$ 29,989
Other	OTH0	2025						\$ 1,046,353	\$ 1,046,353
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,076,342	\$ 1,076,342

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358
Total Estimated Project Cost									\$ 1,338,358
Total Cost in Year of Expenditure:									\$ 1,338,358

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,989	\$ 29,989
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,016	\$ 262,016
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,076,342	\$ 1,076,342
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,358	\$ 1,338,358

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	19.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	80.4%	80.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	19.6%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	80.4%	80.4%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	

Fiscal Constraint Consistency Review	
1. What is the source of funding? DEQ awarded CMAQ funding	
2. Does the amendment include changes or updates to the project funding? Yes. New CMAQ funds (non Metro allocated) are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via approved CMAQ application through the ODOT State CMAQ Manager	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? DEQ approval plus ODOT State CMAQ manager approval.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Added Note:	The bus purchase is a replacement vehicle and is not considered a fleet expansion. Specific use routes are not required for MTIP programming				
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Added Note:	The BEB is projected to be based out of TriMet's Powell Garage.				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X				X		As a replacement bus procurement, the specific line application is not specified, Therefore, Equity can't be determined now.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project, Replacement bus procurement.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement and refurbishment of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? No.			
2. Is the project identified on the Congestion Management Process (CMP) plan? No.			
3. Is the project included as part of the approved: UPWP? Not Applicable			
3a. If yes, is an amendment required to the UPWP? No.			
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable			
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2: Climate Action and Resilience:</u> Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.			
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.			

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be April 2, 2024 to May 1, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7. Added notes: Compressed MTIP processing through Metro will be requested.

Fund 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	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

PROJECT LOCATION							
Street(s) Name (or Nearest Street): 9800 SE Powell Blvd, Portland, Oregon 97266							
Cross Streets, Termini:			Functional Class:				
Project Location (City): Portland			Total Linear Feet:				
DETAILED COST ESTIMATE / SCHEDULE							
<i>Provide cost, including match, for eligible components. Use additional sheets for detailed estimate.</i>							
Phase	Program FYs (beginning & completion)	Other Federal	CMAQ	Local	non Fed	Total	
Project Development						\$ 0.00	
Design/Engineering						\$ 0.00	
Right of Way						\$ 0.00	
Construction						\$ 0.00	
Operating Assistance (if applicable)						\$ 0.00	
Other	2024-2026	\$ 0.00	\$ 262,016.07	\$ 1,076,341.77	\$ 0.00	\$ 1,338,357.84	
Totals		\$ 0.00	\$ 262,016.07	\$ 1,076,341.77	\$ 0.00	\$ 1,338,357.84	
Duration of Project Funding (Years)		FFY2025-26		Expected first year of billing			FFY2025
Funding Responsibility							

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	OTH0	OTHER THAN STATE OR	78.18%	1,046,352.86	0.00%	0.00	0.00%	0.00	100.00%	1,046,352.86
	Y400	CMAQ congestion mitigation air quality IIIA	21.82%	292,004.98	89.73%	262,016.07	0.00%	0.00	10.27%	29,988.91
	OT Totals		100.00%	1,338,357.84		262,016.07		0.00		1,076,341.77
Grand Totals						262,016.07		0.00		1,076,341.77



40-ft GILLIG electric bus



40-ft New Flyer electric bus



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new FFY 2024 CDS
 awarded project to the MTIP

Project #4

Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	10922	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet that supports required upgrades to the Gateway Transit Center.

Project Name:	Gateway Transit Center Upgrades - TriMet						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Supplemental funding supporting the design and construction upgrades to Gateway Transit Center to add turnaround and layover space needed for service growth, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities

MTIP Detailed Description (Internal Metro use only):
 In NE Portland at the Gateway Transit Center, add supplemental funding to support design and construction upgrades. Improvements would add turnaround and layover space needed for service growth in East Multnomah County, accommodate new articulated, zero-emission buses and rehabilitate the operator facilities, which are necessary to deliver service increases and MAX frequency improvements that will come with the Better Red project currently under construction. The Better Red MAX Line Extension project was originally programmed in Key 20849 with a TPC of \$215 million and a construction phase estimate of \$86.7 million.

STIP Description:
 TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS24	ACPO	2024					\$ 1,000,000		\$ 1,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024					\$ 250,000		\$ 250,000
Other	OTH0	2024					\$ 608,000		\$ 608,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 858,000	\$ -	\$ 858,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000

Total Estimated Project Cost	\$ 215,000,000
Total Cost in Year of Expenditure:	\$ 215,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project reflects only the new supplemental funding from the CDS award for the Gateway Transit Center improvement portion to the larger Better Red MAX Line Extension project.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	20.00%	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 858,000	\$ -	\$ 858,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 1,858,000	\$ -	\$ 1,858,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	53.82%	0.0%	53.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	46.18%	0.0%	46.18%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	53.8%	0.0%	53.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	46.2%	0.0%	46.18%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award. The appropriation bill was approved in early March, 2024 authorizing the funds for the CDS awards.
2. Does the amendment include changes or updates to the project funding? Yes. New CDS awarded funds are being added to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CDS award list.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval plus funding bill authorization was required prior to moving forward with MTIP and STIP programming
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Gateway Transit Center EFA: POC = Yes LEP = Yes LI = Yes
	X				X	X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project - This portion Gateway Transit Center upgrade) to the parent Red Line Extension project. The TriMet Better Red MAX Line Extension project as programmed in Key 20849 is considered capacity enhancing. Key 20849 completed required transportation demand management modeling analysis. The new CDS award applies to the upgrades to the Gateway Transit Center which are not considered capacity enhancing.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10922 - HCT: MAX Red Line Improvements Project: Capital Construction
RTP Project Description:	Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	N/A	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? Not Applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3: Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be April 2, 2024 to May 1, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes: Compressed MTIP amendment processing through Metro will be requested.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

FY 2024 Congressionally Directed Spending

The U.S. Senate Committee on Appropriations provides the following information for the fiscal year 2024 appropriations process as part of its commitment to following Rule XLIV of the Standing Rules of the Senate for Congressionally Directed Spending items and additional transparency requirements instituted by the Committee.

Department of Transportation	Transit Infrastructure Grants	Regional Transportation Commission of Southern Nevada	Advanced Public Transit Driver Assistance, Clark County, NV	NV	500,000	Titus	Cortez Masto, Rosen	H
Department of Transportation	Transit Infrastructure Grants	County of Westchester	Westchester Clean Bus Procurement, Yonkers, New York	NY	500,000	Bowman	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	Niagara Frontier Transportation Authority	Bailey Avenue Battery Electric Bus Rapid Transit	NY	1,000,000	Higgins (NY)	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	Metropolitan Transportation Authority	Classon Ave Station ADA Upgrade	NY	1,000,000	Jeffries	Schumer	H
Department of Transportation	Transit Infrastructure Grants	Rochester Genesee Regional Transportation Authority	Rochester Genesee Regional Transportation Authority: ADA Compliant Bus Stops	NY	500,000	Morelle	Gillibrand, Schumer	H
Department of Transportation	Transit Infrastructure Grants	New York City Department of Transportation	23rd St Crosstown SBS	NY	1,000,000	Nadler		H
Department of Transportation	Transit Infrastructure Grants	Rockland County	Shared Transit Improvements	NY	1,000,000		Gillibrand, Schumer	S
Department of Transportation	Transit Infrastructure Grants	Central Ohio Transit Authority	East Broad Street Transit Stop Improvements	OH	320,000	Beatty		H
Department of Transportation	Transit Infrastructure Grants	Southwest Ohio Regional Transit Authority	SORTA Bus Stop Enhancements (City of Cincinnati, Ohio)	OH	1,000,000	Landsman	Brown	H
Department of Transportation	Transit Infrastructure Grants	Tri-County Metropolitan Transportation District of Oregon	Gateway Transit Center Improvements Portland, OR	OR	1,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Clackamas County	Clackamas, OR Mt. Hood Transit Enhancements	OR	850,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Salem Area Mass Transit District	South Salem Mobility as a Service Transit Center	OR	500,000	Salinas	Merkley, Wyden	H



FOR IMMEDIATE RELEASE
March 3, 2024

Press Contacts:
[Dylan Stafford](#) (Murray)
[Mike Inaciv](#) (Schatz)

BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill

[home](#) | [admin](#) | [RTP](#) | [RFFA](#) | [MTIP](#) | [FUND](#) |

[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 20849 | MTIP ID: 71230

MAX Red Line Extension & Reliability Improvements - Cycle 2021-26

Project(s) in this cycle are not editable

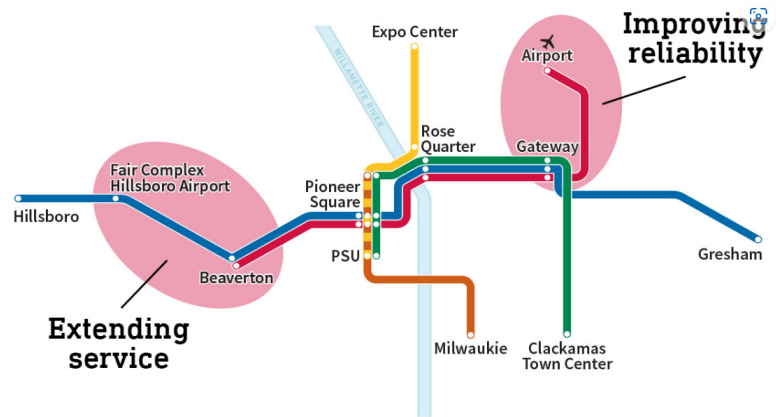
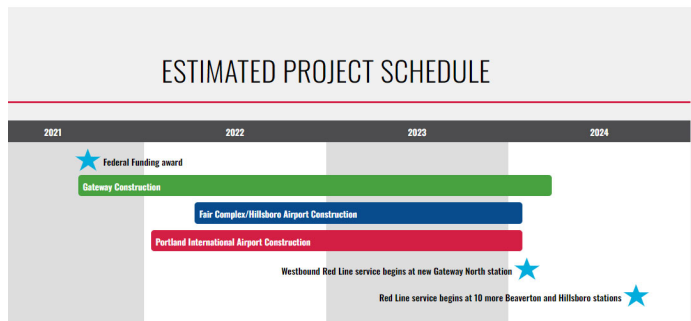
Current Programming

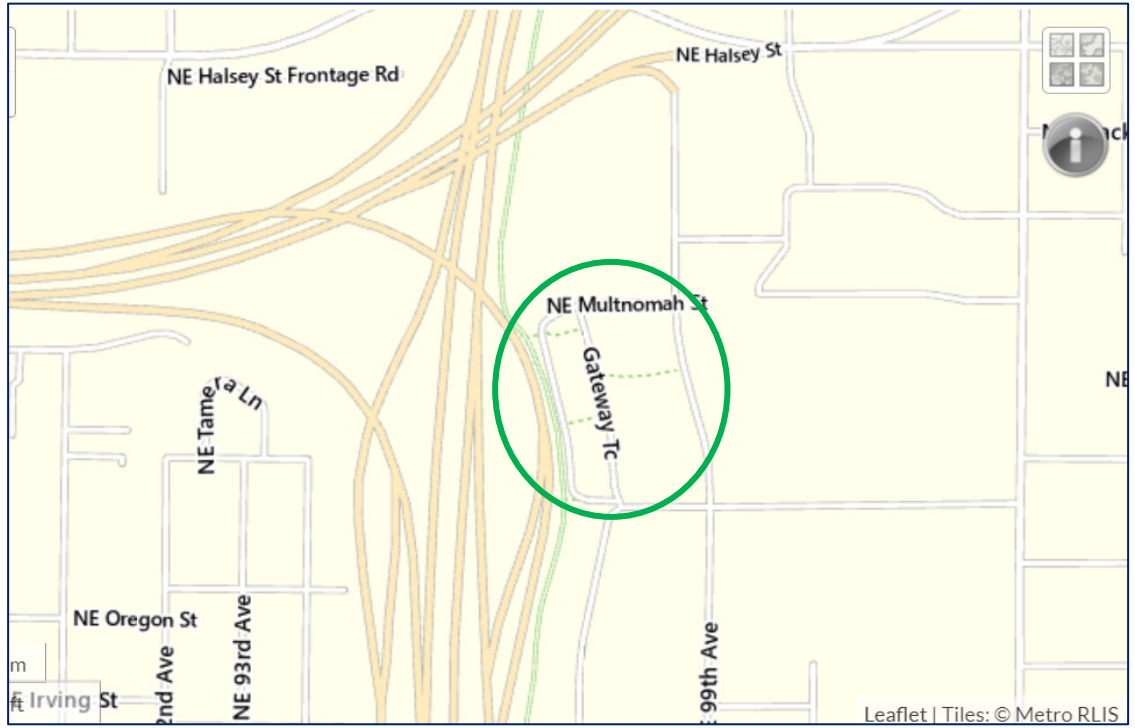
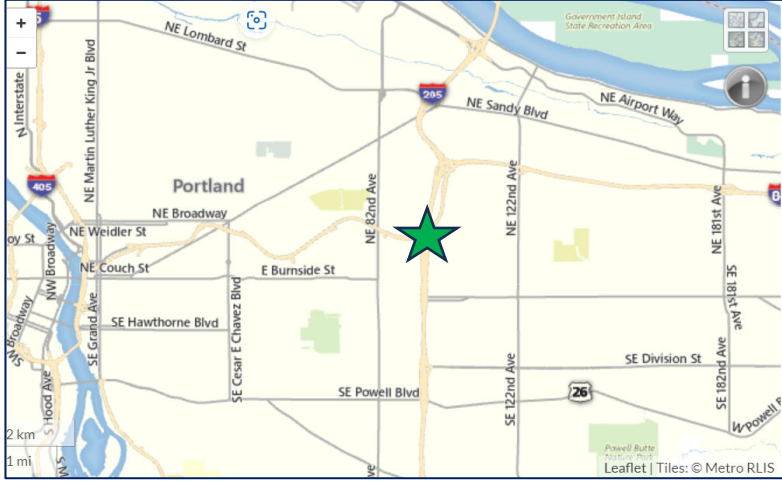
phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2021		\$4,000,000	\$457,818	\$13,726,182	\$18,184,000	<input type="checkbox"/>
	2021	STBG-URBAN	\$4,000,000	\$457,818	\$13,726,182	\$18,184,000	
Purchase right of way	2021		\$2,608,462	\$2,608,462	\$0	\$5,216,924	<input type="checkbox"/>
	2011	5309 (50/50)	\$2,608,462	\$2,608,462	\$0	\$5,216,924	
Construction	2021		\$118,059,649	\$566,134	\$62,474,221	\$181,100,004	<input type="checkbox"/>
	2021	CMAQ - URBAN	\$4,946,372	\$566,134		\$5,512,506	
	2021	5309 (53.27%)	\$97,391,538	\$0	\$62,474,221	\$159,865,759	
	2021	FTA Other	\$15,721,739	\$0		\$15,721,739	
Transit	2020		\$0	\$0	\$10,499,072	\$10,499,072	<input type="checkbox"/>
	2008	OTHER	\$0	\$0	\$10,499,072	\$10,499,072	
Totals >>			\$124,668,111	\$3,632,414	\$86,699,475	\$215,000,000	

The Better Red MAX Line Extension Project parent project was originally programmed in in Key 20849.

The project obligated the implementation phase funding back in 2021 and is currently in the construction phase. The estimated total project cost is \$215 million dollars.

This new CDS funding award provides funding for continued needed upgradesto the Gateway Transit Center.





GATEWAY

Renderings of the new station and trackway at Gateway Transit Center.



A second track on a new structure north of Gateway Transit Center would help provide a faster travel time for inbound MAX riders. *Conceptual rendering subject to change*



A new station immediately west of the Providence Gateway parking lot would serve inbound Red Line trains only, connected to Gateway Transit Center with an accessible pathway. *Conceptual rendering subject to change*



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new FFY 2024 CDS
 awarded project to the MTIP

Project #5

Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	11041	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP24-07-APR		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new \$5 million FFY 2024 Congressionally Directed Spending (CDS) awarded project for TriMet to support the construction of the Columbia Zero Emissions Bus Operations and Maintenance Facility in northern Portland on Columbia Blvd.

Project Name:	Columbia Zero Emissions Bus Operations Facility - TriMet						
Lead Agency:	TriMet	Applicant:	TriMet		Administrator:	FTA	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 The Columbia ZEB Ops Facility, TriMet's fourth bus base, will be a hub for powering and maintaining zero emissions buses and training operators plus help fund the design and construction of the facility, which will also serve fuel cell electric buses.

MTIP Detailed Description (Internal Metro use only):
 In northeastern Portland at 4421 NE Columbia Boulevard, design and construct the new Columbia Zero Emissions Bus Operations and Maintenance facility to serve fuel cell electric buses. The Columbia facility will be the fourth TriMet Bus operations and maintenance facility joining existing facilities at Mero, Powell, and Center.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Facilities		Capital Improvement
ODOT Work Type:	TRANSIT		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS24	ACPO	2024					\$ 5,000,000		\$ 5,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024					\$ 1,250,000		\$ 1,250,000
Other	OTH0	2024					\$ 1,960,000		\$ 1,960,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,210,000	\$ -	\$ 3,210,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000
Total Estimated Project Cost							\$ 8,210,000
Total Cost in Year of Expenditure:							\$ 8,210,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	20.00%	N/A	20.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ 3,210,000	\$ -	\$ 3,210,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 8,210,000	\$ -	\$ 8,210,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.10%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	60.9%	0.00%	60.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	39.1%	0.00%	39.10%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FMIS
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Part of a larger bus purchase. Completion is an estimate of initial vehicle deliveries							
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review	
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award. The appropriation bill was approved in early March, 2024 authorizing the funds for the CDS awards.	
2. Does the amendment include changes or updates to the project funding? Yes. New CDS awarded funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CDS award list.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval plus funding bill authorization was required prior to moving forward with MTIP and STIP programming	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Gateway Transit Center		NE Multnomah Street		NE Pacific Street

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Gateway Transit Center EFA: POC = Yes LEP = Yes LI = Yes
	X			X	X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project,
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11041 - Bus: Columbia Bus Base @ 4421 NE Columbia Blvd Portland
RTP Project Description:	Design and Construction of new Zero Emission Fleet operations center

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	None
Yes	Transit	Transit Center
No	Freight	None
Yes	Bicycle	Bike Transit Facility
No	Pedestrian	None

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **Not Applicable**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not Applicable**
4. Applicable RTP Goals:
 - Goal # 1 - Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled
Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.
 - Goal #3: Equitable Transportation:**
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be April 2, 2024 to May 1, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes: Compressed MTIP amendment processing through Metro will be requested.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	CDS24 represents a placeholder fund type code for the approved Congressionally Directed Spending award. The specific fund code for the CDS award has not been identified by FTA presently.
Other	General local or state funds used above the federal minimum match requirement. Also referred to as "overmatch" funds.

FY 2024 Congressionally Directed Spending

The U.S. Senate Committee on Appropriations provides the following information for the fiscal year 2024 appropriations process as part of its commitment to following Rule XLIV of the Standing Rules of the Senate for Congressionally Directed Spending items and additional transparency requirements instituted by the Committee.

Community Project Funding/Congressionally Directed Spending

Agency	Account	Recipient	Project	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Columbia Zero-Emissions Bus Operations Facility	OR	5,000,000		Merkley, Wyden	S
Department of Transportation	Transit Infrastructure Grants	City of Philadelphia	North Broad Bus-Subway Transfer Improvement Project	PA	500,000	Boyle		H
Department of Transportation	Transit Infrastructure Grants	Southeastern Pennsylvania Transportation Authority	Lansdale 5th Street Grade Crossing Improvements	PA	500,000	Dean		H
Department of Transportation	Transit Infrastructure Grants	Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit	Pittsburgh Regional Transit Dormont Junction Station Improvement Project	PA	500,000	Deluzio	Fetterman	H
Department of Transportation	Transit Infrastructure Grants	Memphis Area Transit Authority	Memphis Area Transit Authority (MATA) Operations & Maintenance Facility Project, Memphis, TN	TN	500,000	Cohen		H
Department of Transportation	Transit Infrastructure Grants	Regional Transportation Authority of Middle Tennessee	Donelson Station	TN	3,000,000	Rose		H
Department of Transportation	Transit Infrastructure Grants	Dallas Area Rapid Transit (DART)	DART Cityplace/Uptown Station Tunnel Fire Standpipes Replacement	TX	1,000,000	Allred		H
Department of Transportation	Transit Infrastructure Grants	VIA Metropolitan Transit	VIA Second Maintenance and Operations Facility Planning	TX	850,000	Castro		H
Department of Transportation	Transit Infrastructure Grants	City of El Paso	Sun Metro Micro Transit Project	TX	720,000	Escobar		H
Department of Transportation	Transit Infrastructure Grants	Fort Bend County Transit	Fort Bend County Transit Scheduling and Dispatch System Replacement	TX	360,000	Fletcher		H



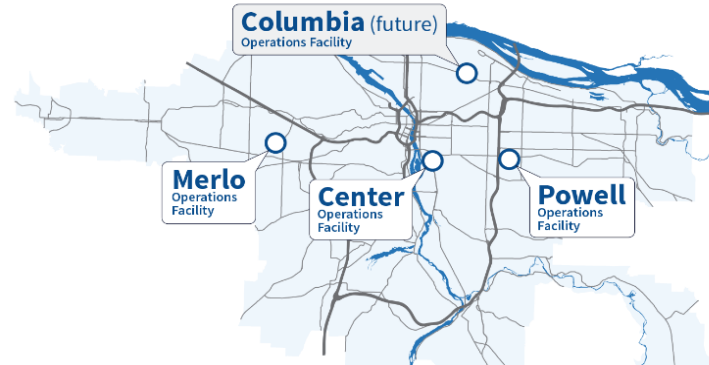
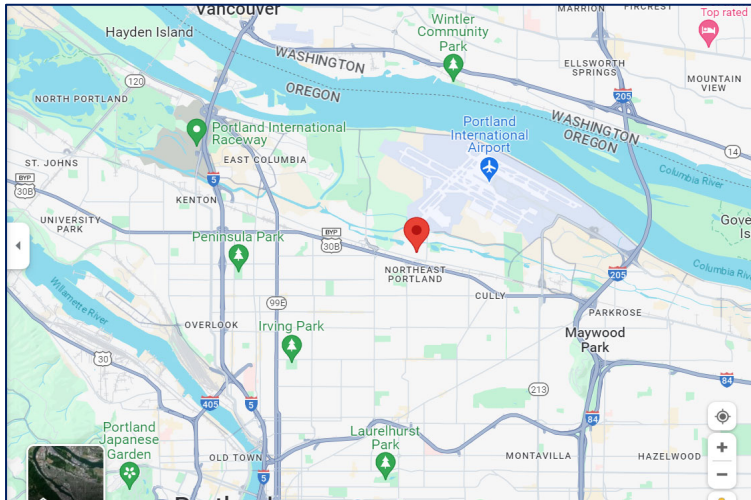
FOR IMMEDIATE RELEASE
March 3, 2024

Press Contacts:
[Dylan Stafford](#) (Murray)
[Mike Inacay](#) (Schatz)

BILL SUMMARY: Transportation, Housing and Urban Development, and Related Agencies Fiscal Year 2024 Appropriations Bill

Bus facilities

Changing the way we fuel buses requires new infrastructure at our maintenance facilities. We currently operate buses from three facilities, and we're in the process of adding a fourth. We intend to operate battery electric buses from our three existing facilities, and fuel cell electric buses from our future new facility.



Columbia Operations Facility

- Future facility to serve fuel cell electric buses
- Interim renewable diesel infrastructure (for buses displaced from other facilities during their renovations)

