

**October FFY 2024 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: OC24-01-OCT**

The October Federal Fiscal Year 2024 initiates the formal amendment process for the 2024-27 MTIP. This amendment is considered a “transition” amendment as it completes various required programming updates to the 2024-27 MTIP after it was “locked-down” as of April 2023 for final reviews and approvals.

Between April 2023 and October 2023, FHWA and FTA announced grant awards for several of their discretionary funding programs. Most of the awarded projects now need to be added to the MTIP and STIP to allow fund obligations and required federal approval steps to occur. During this period, Metro also completed its new Transportation Systems Management and Operations (TSMO) project call and approved several funding awards to new TSMO projects.

The October FFY 2024 Formal MTIP Amendment is also referred to as a “Transition” amendment as it completes required updates and corrections to the 2024-27 MTIP. The lock-down period prevented the updates from occurring then. They need to be completed now to ensure both the MTIP and STIP match-up correctly to meet USDOT approval conditions for both documents. A total of eleven projects are included in the October FFY 2024 Formal Amendment bundle. Additional details about the specific projects are provided below.

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 23-5358**

October FFY 2024 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: OC24-01-OCT  
 Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>23462</b> MTIP ID TBD <a href="#">New Project</a>	Beaverton School District	<a href="#">Beaverton School District EV Chargers</a>	Purchase and install electric wall mount chargers.	<a href="#">RE-ADD NEW PROJECT:</a> The project was initially added to the 2021-24 MTIP with the intention of obligating the federal funds before the end of FFY 2023. However, the project was not ready to obligate the new CMAQ funds from DEQ and had to be carried over into

				the new 2024-27 MTIP. The project is now being re-added to the 2024-27 MTIP and is considered a new project to the MTIP, but also corrective action to the MTIP. The DEQ CMAQ award will install up to 22 new EV charging stations for the school district.
(#2) ODOT Key # <b>New</b> MTIP ID TBD-New New Project	Gresham	<b>181st Ave Safety Upgrades: SE Stark St to E Burnside St</b>	Complete safety upgrades: new traffic signals, adding/upgrade sidewalks, buffered bike lane, lighting and utility upgrades for greater pedestrian safety	<b><u>ADD NEW PROJECT:</u></b> Add the new FFY 2023 Congressionally Direct Spending (CDS) award to the 2024-27 MTIP
(#3) ODOT Key # <b>20885</b> MTIP ID 70875	Metro	<b>Transportation System Mgmt Operations/ITS 2020</b>	The TSMO project grouping bucket (PGB) provides the funding to support strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)	<b><u>COMBINE PROJECT:</u></b> The funding in the PGB is committed to the newly awarded PSU PORTAL Project also being added through this amendment.
(#4) ODOT Key # <b>20886</b> MTIP ID 70875	Metro	<b>Transportation System Mgmt Operations/ITS (2021)</b>	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)	<b><u>SPLIT PROJECT:</u></b> Split \$1,157,374 of STBG plus match from the PGB and combine into new PORTAL project also part of this amendment bundle
(#5) ODOT Key # <b>NEW</b> MTIP ID TBD-NEW New Project	Portland State University	<b>TSMO PORTAL Regional Archived Data Service 2023</b>	Maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide assessment of existing and	<b><u>ADD NEW PROJECT</u></b> Add new TSMO awarded project to the 2024-27 MTIP for PSU to complete and maintain the TSMO PORTAL database helping to evaluate the effectiveness of current and future needed TSMO investments

			future TSMO investment areas.	
(#6) ODOT Key # <b>22647</b> MTIP ID 71389 New Project	ODOT	<b>OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St</b>	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<b><u>ADD NEW PROJECT</u></b> The formal amendment re-adds OR 141 that includes the FFY 2023 Congressionally Directed Spending (CDS) Earmark to the 2024-27 MTIP. The project was initially added to the 2021-24 MTIP in June 2023, but not carried over into the 2024-27 MTIP due to the document already in local down for final reviews and approvals.
(#7) ODOT Key # <b>23428</b> MTIP ID 71388 New Project	ODOT	<b>I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta</b>	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<b><u>RE-ADD NEW PROJECT:</u></b> The formal amendment will re-add Key 23428 to the MTIP. The project was added to the 2021-24 MTIP as part of the May 2023 Formal amendment. However, the 2024-27 draft MTIP had already been locked down for final reviews which prevented carryover into to 2024-27 MTIP with active phases in FFY 2024. The formal amendment now completes the required carry-over process to include the project in the 2024-27 MTIP.
(#8) ODOT Key # <del>23452</del> <b>23491</b> MTIP ID TBD-NEW New Project	Oregon City	<b>Oregon City Quiet Zone</b>  <b>MODIFICATION #1 to the Project</b>	Establish a railroad quiet zone in Oregon City for added pedestrian safety to foster prosperous economic transformation, support housing and business development	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new FFY 2022 CDS award project to the 2024-27 MTIP. Subsequent discussions within ODOT since the original amendment submission determined the project needs to reflect the full phase programming. As a result, the ROW and construction phases have been added to the project along with required funding through this

				<p>amendment as Modification #1 to the project. There is no scope, cost, or delivery timing change as a result. ODOT is required to update the STIP Key code (now 23491) for the project which also is occurring. The original plan to obligate the PE phase with the full CDS award now is split among the required phases and follows the regular programming process. The modification results as part of the public comment process for the formal amendment. Since the modification applies only to the phase breakout of funding, the changes are considered a technical correction and still consistent with the intent of the amendment.</p>
<p>(#9) ODOT Key # <b>NEW</b> MTIP ID TBD-NEW New Project</p>	Portland	<p><b>Burgard Bridge Resiliency and Multimodal Enhancements Project</b></p>	<p>Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements.</p>	<p><b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new Bridge Investment Program (BIP) awarded project to the 202-27 MTIP.</p>
<p>(#10) ODOT Key # <b>NEW</b> MTIP ID TBD-NEW New Project</p>	Portland	<p><b>122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd</b></p>	<p>Employ safety treatments including pedestrian crossings, bike lanes, adding medians, bus stop curb extensions, signal upgrades, lighting, landscaping, and a roundabout</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add Portland’s new Safe Street For All (SS4A) discretionary grant project to the 2024-27 MTIP and STIP</p>
<p>(#11) ODOT Key # <b>23463</b> MTIP ID</p>	TriMet	<p><b>TriMet Transit Center EV Chargers</b></p>	<p>Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.</p>	<p><b><u>RE-ADD NEW PROJECT:</u></b> The formal amendment re-adds the project to the MTIP. It was originally added to the 2021-24 MTIP in June 2023. As with other late additions to the</p>



<p>TBD-NEW New Project</p>				<p>2021-24 MTIP, the draft 2024-27 MTIP had been locked-down for its final review and approvals preventing carry-over of TriMet's new Transit Center EV Charging project. The October FFY 2024 Formal Amendment completes the required carry-over correction.</p>
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**Proposed Amendment Review and Approval Steps:**

- Wednesday, October 4, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, October 6, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, October 19, 2023: JPACT meeting.
- Thursday, November 2, 2023: End 30-day Public Comment period.
- Thursday, November 9, 2023: Final approval from Metro Council anticipated.
- Late November to early December 2023: Estimated final USDOT amendment approvals occur.



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Re-add BSD DEQ CMAQ project  
 to the 2024-27 MTIP

**Project #1**

Project Details Summary							
ODOT Key #	23462	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	12/6/2018
MTIP ID:	71394	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring: The project was initially added to the 2021-2024 MTIP in June 2023. This was after the 20247 MTIP was locked down for its final review and approvals. Through this amendment, the project is being readded to the 2024-27 MTIP as the project contains active phases in FFY 2024.

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

Lead Agency:	Beaverton School District	Applicant:	Beaverton School District	Administrator:	DEQ
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Short Description:  
 Purchase and install electric wall mount chargers.

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

STIP Description: Purchase and install electric wall mount chargers for electric vehicles (EV).

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital - Vehicle Operations	Capital Improvement
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
<b>Federal Funds</b>									
<del>CMAQDEQ</del>	<del>Y400</del>	<del>2023</del>						<del>\$ 98,795</del>	
CMAQDEQ	Y400	2024						\$ 98,795	\$ 98,795
<del>CMAQDEQ</del>	<del>Y400</del>	<del>2023</del>					<del>\$ 70,312</del>		\$ -
CMAQDEQ	Y400	2024					\$ 70,312		\$ 70,312
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 70,312	\$ 98,795	\$ 169,107

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

<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 62,791					\$ 62,791
<del>Local</del>	<del>Match</del>	<del>2023</del>						<del>\$ 11,308</del>	\$ -
Local	Match	2024						\$ 11,308	\$ 11,308
<del>Local</del>	<del>Match</del>	<del>2023</del>					<del>\$ 8,048</del>		\$ -
Local	Match	2024					\$ 8,048		\$ 8,048
<del>Other</del>	<del>OTH0</del>	<del>2023</del>					<del>\$ 358,212</del>		\$ -
Other	OTH0	2024					\$ 358,212		\$ 358,212
<b>Local Totals:</b>			\$ -	\$ 62,791	\$ -	\$ -	\$ 366,260	\$ 11,308	\$ 440,359

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Total Estimated Project Cost							\$ 609,466
Total Cost in Year of Expenditure:							\$ 609,466
Programming Note: The PE phase was slipped to FFY 2024 as part of the EOY slip amendment, As a result, all other phases are slipped to FFY 2024 as well.							
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:	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 62,791	\$ -	\$ -	\$ 8,048	\$ 11,308	\$ 19,356
Amended Phase Matching Percent:	N/A	100.00%	N/A	N/A	10.27%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 70,312	\$ 98,795	\$ 169,107
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 62,791	\$ -	\$ -	\$ 366,260	\$ 11,308	\$ 440,359
Total	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	16.11%	89.73%	27.75%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	100.00%	0%	0%	83.89%	10.27%	72.25%
Total	0%	100.00%	0%	0%	100.00%	100.00%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	0%	0%	0%	11.54%	16.21%	27.75%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	10.30%	0%	0%	60.10%	1.86%	72.25%
Total	0%	10.30%	0%	0%	71.63%	18.07%	100.00%

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
Are federal funds being flex transferred to FTA?	No		If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? CMAQ award from DEQ. <b>The CMAQ is a formula allocation to DEQ from the overall state CMAQ apportionment.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds CMAQ to the 2024-27 MTIP impacting fiscal constraint.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. Completed as part of the programming when first added to the 2021-24 MTIP.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>This was a discretionary grant award which required DEQ approval.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
NW 167th Place	1270 NW 167th Place		NW 167th Place	N/A	

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2023	Years Active	1	Project Status	3	(PE) Preliminary Engineering (NEPA) activities initiated
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Initial programming was to the 2021-24 MTIP in June 2023.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X					Equity = Not a focus area POC = No LEP = No LI = No
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>This is a non-capacity enhancing project</b>
Is the project exempt from a conformity determination?	<b>Yes. Table 2, Mass Transit</b>
Exemption Reference:	<b>Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes, An air quality emission reduction analysis specially for CMAQ project was completed as part of the eligibility determination.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not required</b>
RTP Constrained Project ID and Name:	<b>Not applicable. CMAQ eligibility includes award provisions outside of the RTP process.</b>
RTP Project Description:	<b>Not applicable.</b>

<b>Project Location in the Metro Transportation Network</b>		
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

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	N/A	N/A	N/A
Federal Aid Eligible Facility	Yes	N/A	CMAQ eligibility determination. Pre-reviews completed by the Oregon State CMAQ manager and FHWA.

### 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? **Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Not applicable**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goal: **Goal #7 Healthy People, Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million in total project cost.**

### Public Notification/Opportunity to Comment Consistency Requirement

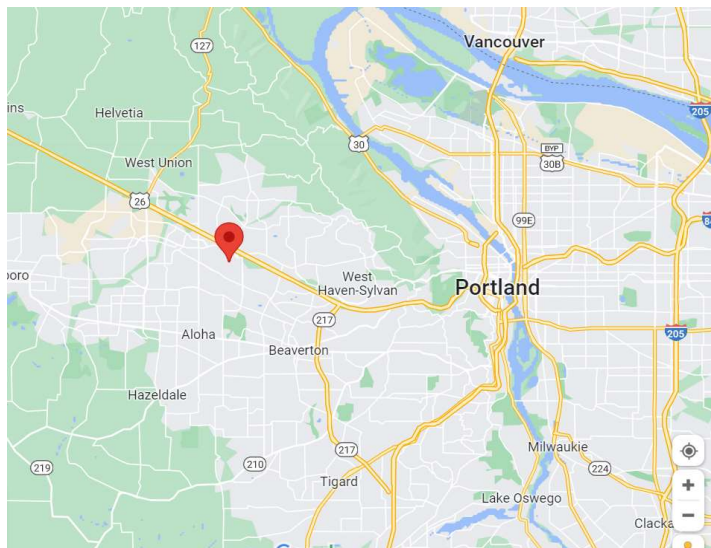
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment 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? **No.**
7. Added notes:

### Fund Codes References

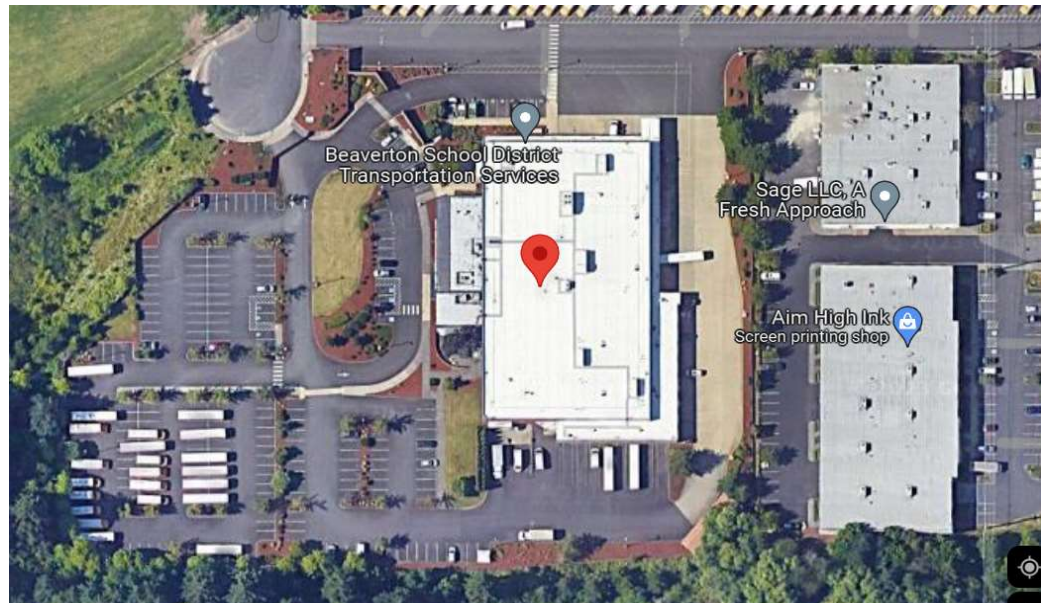
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments 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.
CMAQDEQ	A suballocation of CMAQ from ODOT to DEQ to be applied to CMAQ eligible projects that provide direct and measurable improvements to air quality.
Other	Local funds committed to the project over and above the minimum match requirement. Also referred to as "local overmatch funds".



Name: Beaverton School District EV chargers		Key: 23462	
Description: Purchase and install electric wall mount chargers for electric vehicles (EV).			Region: 1
MPO: Portland Metro MPO		Work Type: CMAQ	
Applicant: BEAVERTON SCHOOL DISTRICT		Status: PROJECT SCHEDULED FOR CONSTRUCTION	
<b>Location(s)-</b>			
Mileposts	Length	Route	Highway
			ACT
			REGION 1 ACT
			County(s)
			WASHINGTON
<b>Current Project Estimate</b>			
	Planning	Prelim. Engineering	Right of Way
			Utility Relocation
			Construction
			Other
Year	2023		2024
Total		\$62,791.00	\$436,572.00
Fund 1		OTH0 \$62,791.00	OTH0 \$358,212.95 Y400 \$98,795.42
Match			\$11,307.58
Fund 2			Y400 \$70,311.58
Match			\$8,047.47
<b>Footnote: \$169,107 in federal CMAQ funds</b>			
<b>Most Recent Approved Amendment</b>			
Amendment No: 21-24-3389		Approval Date: 8/7/2023	
Requested Action: Add new project.			



## Project Location Map





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new 2023 CDS Project to the  
 2024-27 MTIP

**Project #2**

Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	11682	RTP Approval Date:	12/6/2018
MTIP ID:	TBD	CDS ID:	OR212	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The formal amendment adds the approved Congressionally Directed Spending (CDS) awarded project to the 2024-27 MTIP.

**Project Name: 181st Ave Safety Upgrades: SE Stark St to E Burnside St**

Lead Agency: <b>Gresham</b>	Applicant: Gresham	Administrator: ODOT
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Short Description:  
 Complete safety upgrades: New traffic signals, adding/upgrade sidewalks, buffered bike lane, lighting and utility upgrades for greater pedestrian safety

MTIP Detailed Description (Internal Metro use only):  
 In the city of Gresham on 181st Ave, complete safety upgrades and enhancements between Stark St and Burnside Street including adding new traffic signals, adding and rehabbing sidewalks and a buffered bike lane, providing street lighting enhancements and street utility upgrades for greater pedestrian safety

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Buffered lanes	Capital Improvement
	Active Trans - Bike	Sidewalk - New	
	Active Trans - Motor Vehicle	Sidewalk - Reconstruction	
		System Management and Operations	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
CDS2023	Y926	2024		\$ 462,110					\$ 462,110
CDS2023	Y926	2025			\$ 538,380				\$ 538,380
CDS2023	Y926	2025				\$ 565,299			\$ 565,299
CDS2023	Y926	2026					\$ 1,612,897		\$ 1,612,897
Federal Totals:			\$ -	\$ 462,110	\$ 538,380	\$ 565,299	\$ 1,612,897	\$ -	\$ 3,178,686
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 52,891					\$ 52,891
Local	Match	2025			\$ 61,620				\$ 61,620
Local	Match	2025				\$ 64,701			\$ 64,701
Local	Match	2026					\$ 184,603		\$ 184,603
Local Totals:			\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501
Total Estimated Project Cost									\$ 3,542,501
Total Cost in Year of Expenditure:									\$ 3,542,501

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:	\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
Amended Phase Matching Percent:	0.00%	10.27%	10.27%	10.27%	10.27%	0.00%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 462,110	\$ 538,380	\$ 565,299	\$ 1,612,897	\$ -	\$ 3,178,686
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
Total	\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.00%	89.73%	89.73%	89.73%	89.73%	0.00%	89.73%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	10.27%	10.27%	10.27%	10.27%	0.00%	10.27%
Total	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	13.04%	15.20%	15.96%	45.53%	0.00%	89.73%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	1.49%	1.74%	1.83%	5.21%	0.00%	10.27%
Total	0.00%	14.54%	16.94%	17.78%	50.74%	0.00%	100.00%

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

Are federal funds being flex transferred to FTA? No If yes, expected FTA conversion code: N/A

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Approved Congressional earmark</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds the new earmark to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. USDOT March 21, 2023 Memo titled: Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No. However, Congressional approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	181st Ave		Stark Street	Burnside Street	

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	N/A					

Applicable Performance Measurements							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Emphasis on pedestrian and bicycle safety improvements
						X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt: Table 2 - Safety</b>
Exemption Reference:	<b>Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>N/A</b>
RTP Constrained Project ID and Name:	<b>11682 - 181st - Stark to I-84: Rockwood Safety Corridor (Enhance Safety)</b>
RTP Project Description:	<b>Safety corridor: 181st/Rockwood {I-84 - Stark}.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent Bus
Yes	Freight	Major Roadway Route
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	181st Ave	MAP 21 NHS Principal Arterials
Functional Classification	Yes	181st Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	181st Ave	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>N/A. The project is not part of the approved UPWP</b>
3a. If yes, is an amendment required to the UPWP? <b>N/A</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>N/A</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>N/A</b>
4. Applicable RTP Goal: 2018 RTP - <b>Goal 5 Safety and Security,</b> <b>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No.</b> <b>The project is not capacity enhancing or exceeds the \$100 million threshold.</b>

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes</b>
2. What are the start and end dates for the comment period? <b>October 4, 2023 to November 2, 2023</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected</b>
7. Add notes:



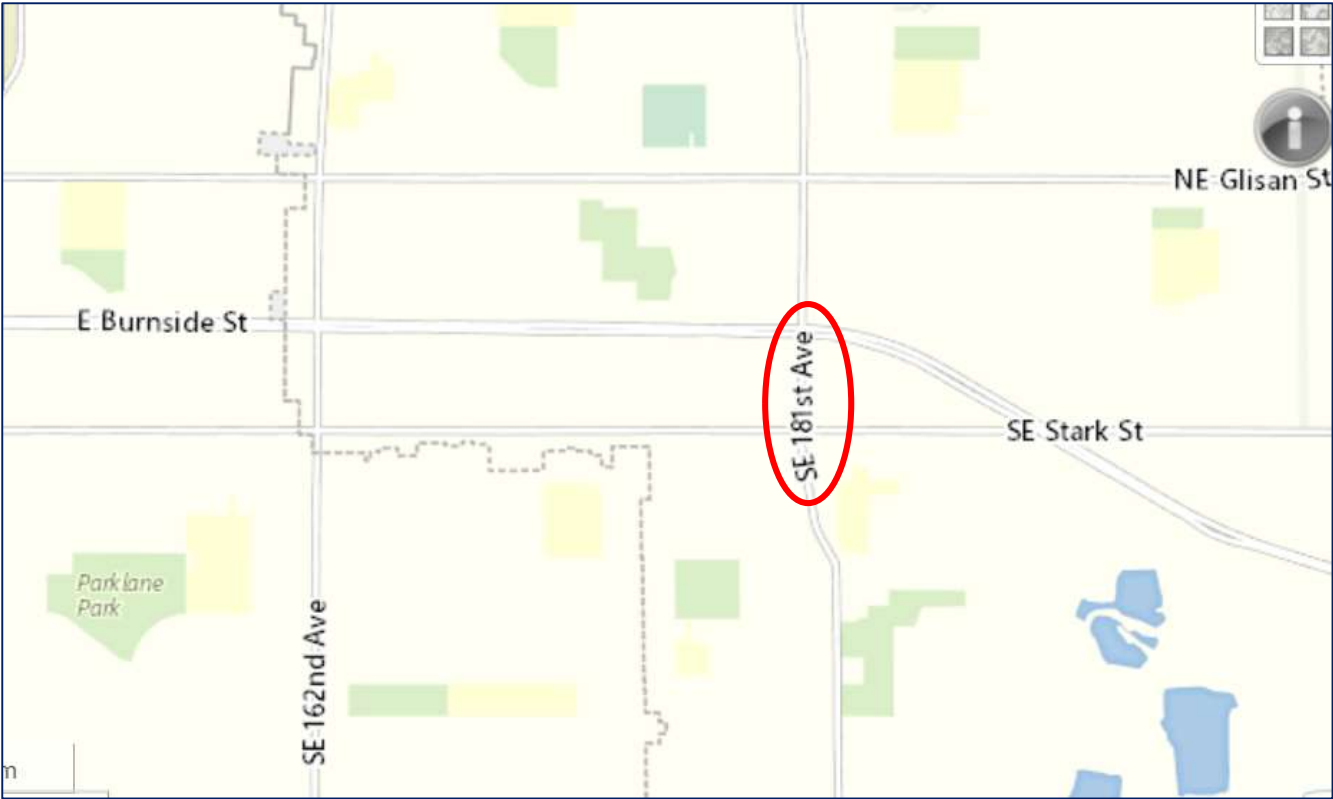
**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS2023	Federal funds. FFY 2023 Approved Congressional Directed Spending awarded project. The federal funds require a standard 10.27% minimum match.

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OH	OH430	Memorial Bridges Loop Trail	432,000	432,000		432,000	
OH	OH431	Ashville Pike Replacement Bridge	5,000,000	5,000,000		5,000,000	
OH	OH432	USR 33 Lane Expansion	3,000,000	3,000,000		3,000,000	
OH	OH433	Little Miami River Improvement Project	3,000,000	3,000,000		3,000,000	
OH	OH434	Building Better Neighborhoods Phase 1	1,500,000	1,500,000		1,500,000	
OH	OH435	Cuyahoga County Ridgewood Drive Bridge Project	2,000,000	2,000,000		2,000,000	
OH	OH436	City of Green Arlington Road Project	2,000,000	2,000,000		2,000,000	
OH	OH437	Washington County Ohio SR 7 Logistics Lane	800,000	800,000		800,000	
OH	OH438	East Liverpool Riverfront Trail Construction	1,000,000	1,000,000		1,000,000	
OH	OH439	State Route 84 Resurfacing	849,000	849,000		849,000	
OH	OH440	Cuyahoga I-77 /Miller Road Interchange	5,000,000	5,000,000		5,000,000	
OH	OH441	Auburn Road Resurfacing	1,200,000	1,200,000		1,200,000	
OH	OH442	Washington Street Resurfacing	1,000,000	1,000,000		1,000,000	
OH	OH443	The Mound Connector Highway Project	1,000,000	1,000,000		1,000,000	
OH	OH444	I-675/Wilmington Pike Interchange Project	3,000,000	3,000,000		3,000,000	
OH	OH445	East Dayton Rails-to-Trails Project	1,500,000	1,500,000		1,500,000	
OH	OH446	Aicholtz Road Roundabouts	2,000,000	2,000,000		2,000,000	
OH	OH447	Improvements to SR 159 (Bridge Street) in the City of Chillicothe	2,000,000	2,000,000		2,000,000	
OH	OH448	SR32 Eastern Corridor Segment IVa	2,000,000	2,000,000		2,000,000	
OH	OH449	Reed Hartman Highway and Grooms Road Connector	2,000,000	2,000,000		2,000,000	
<b>Ohio</b>					<b>60,616,000</b>		<b>60,616,000</b>
OK	OK171	US-412 Future Interstate Improvements	4,000,000	4,000,000		4,000,000	
OK	OK172	Altus Economic Loop	2,000,000	2,000,000		2,000,000	
OK	OK173	I-35 Interchange at Waterloo Road	5,000,000	5,000,000		5,000,000	
OK	OK174	SH-66 from Edmond to Luther	3,000,000	3,000,000		3,000,000	
OK	OK175	Oswalt Road Grade, Drain, Bridge, and Surface Project	4,400,000	4,400,000		4,400,000	
OK	OK176	S.E. 29th Street and Douglas Blvd. Intersection Improvements	2,400,000	2,400,000		2,400,000	
OK	OK177	US-81 Realignment in Grady County, Oklahoma	2,500,000	2,500,000		2,500,000	
OK	OK178	SH-37 Railroad Underpass in Moore, Oklahoma	5,000,000	5,000,000		5,000,000	
OK	OK179	I-35 Widening in Love and McClain Counties	4,000,000	4,000,000		4,000,000	
OK	OK180	Pawnee County US 64 Improvements	3,000,000	3,000,000		3,000,000	
OK	OK181	Roger Mills County US 283 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
OK	OK182	Texas County US 54 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
<b>Oklahoma</b>					<b>41,300,000</b>		<b>41,300,000</b>
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



**Project Location**





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

MTIP Formal Amendment  
**COMBINE PROJECT**  
 Combine the PGB STBG into the  
 new TSMO PORTAL project

**Project #3**

Project Details Summary							
<b>ODOT Key #</b>	<b>20885</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>70875</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment combines the entire project grouping bucket \$464,518 amount of federal STBG into the new TSMO PORTAL project (also included in this formal amendment bundle). As a result, Key 20885 is left with a zero programming balance. All funds are committed to the PORTAL project.

<b>Project Name:</b>	<b>Transportation System Mgmt Operations/ITS 2020</b>		
<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	<b>Metro</b>
<b>Administrator:</b>	<b>Metro</b>		

Short Description:  
 Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)

MTIP Detailed Description (Internal Metro use only):  
 Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	ITS (Intelligent Trans System)		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Z230</del>	<del>2025</del>	<del>\$ 464,518</del>						<del>\$ -</del>
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 53,166</del>						<del>\$ -</del>
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>Phase Totals</b>		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		<del>\$ 517,684</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 517,684</del>
Amended Programming Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost								\$ -
Total Cost in Year of Expenditure:								\$ -

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:	\$ (517,684)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (517,684)
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**Phase Programming Summary Totals**

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

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	0%	0%	0%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0%	0%	0%	0%	0%	0%
State	0%	0%	0%	0%	0%	0%	0%
Local	0.00%	0%	0%	0%	0%	0%	0%
Total	0.00%	0%	0%	0%	0%	0%	0%

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

Note: STBG obligation expected to occur during FFY 2024 Eligible expenditures may occur up to five after obligation.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Key 20885 is a carry-over project grouping bucket from the 2021-24 MTIP containing remaining STBG funds for selected TSMO projects. The funds represent the remaining un-committed TSMO allocation originally from the 2020 allocation year.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. All existing funds in Key 20885 are combined into the new PORTAL project funding allocation</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was needed, but Metro TransPort and TPAC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	


Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	5	Years Active	4	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated	
Total Prior Amendments	0	Last Amendment	Administrative	Date of Last Amendment	11/2021	Last MTIP Amend Num	AM22-04-NOV2
Last Amendment Action	Split \$200k of STBG-U from the PGB to support Key 18316						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
N/A							This is a regional planning effort focusing upon TSMO data management.
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No. The project is not capacity enhancing</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, the project is exempt per Table 2, Safety.</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>
RTP Constrained Project ID and Name:	<b>ID#: 11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO PORTAL project is considered a planning project 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

**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? **The TSMO PORTAL project is a component of the UPWP, but separate from the Master Agreement list of approved projects. The TSMO PORTAL project and funding has already received Metro approval**
- 3a. If yes, is an amendment required to the UPWP? **No. However, the TSMO Portal project will be identified as part of the overall SFY25 UPWP.**
- 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)? **Metro funded Stand-alone**
4. Applicable RTP Goal: Goal #4 - Reliability and Efficiency  
**Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**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? **October 4, 2023 to November 2, 2023.**
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas



LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)				
Project IDs		Project Description			Project Type	
ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)			Transportation System Management Operations	
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$464,518	\$53,166	\$0	\$517,684
FY 24-29 Totals			\$464,518	\$53,166	\$0	\$517,684
Estimated Project Cost (YOES)			\$464,518	\$53,166	\$0	\$517,684

All \$464,518 of STBG funding in the TSMO Project Grouping bucket of Key 20885 is being re-programmed to support the new allocation to the TSMO PORTAL system, As a result, Key 20885 is "zero" programmed.

Name: Transportation system Mgmt & operations/ITS (2020)		Key: 20885	
Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.			Region: 1
MPO: Portland Metro MPO	Work Type: Intelligent Transportation System (ITS)		Status: NON-CONSTRUCTION PROJECT
Applicant: METRO			
Location(s)-			
Mileposts	Length	Route	Highway
			ACT
			REGION 1 ACT
			REGION 1 ACT
			REGION 1 ACT
County(s)			
CLACKAMAS			
MULTNOMAH			
WASHINGTON			
Current Project Estimate			
	Planning	Prelim. Engineering	Right of Way
			Utility Relocation
			Construction
			Other
Year			2025
Total			\$517,684.00
Fund 1			Y230 \$464,517.85
Match			\$53,166.15
Project Total			
			\$517,684.00

Footnote: 07/2021 \$1,510,851.31 fed STBG //Past funding: \$1,744,598 fed STBG

**Transport Recommendation**

Part 1 – TransPort’s action was consistent with the Reviewer Team’s consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$8,356,106	



**Memo**

Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.



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

MTIP Formal Amendment  
**SPLIT PROJECT**  
 Split \$1,157,374 of STBG and  
 combine into new PORTAL

**Project #4**

Project Details Summary							
<b>ODOT Key #</b>	<b>20886</b>	RFFA ID:	50361	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>70875</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment

<b>Project Name:</b>	<b>Transportation System Mgmt Operations/ITS (2021)</b>
<b>Lead Agency:</b>	<b>Metro</b>
<b>Applicant:</b>	Metro
<b>Administrator:</b>	Metro

Short Description:  
 Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)

MTIP Detailed Description (Internal Metro use only):  
 Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2021 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	ITS (Intelligent Trans System)		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Z230</del>	<del>2025</del>						<del>\$ 1,801,828</del>	<del>\$ -</del>
STBG-U	Z230	2025						\$ 644,454	\$ 644,454
<b>Federal Totals:</b>				\$ -	\$ -	\$ -	\$ -	\$ 644,454	\$ -

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

<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 206,227</del>	<del>\$ 206,227</del>
Local	Match	2025						\$ 73,761	\$ 73,761
<b>Local Totals:</b>				\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 279,988

<b>Phase Totals</b>		Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:		\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,008,055</del>	<del>\$ 2,008,055</del>
Amended Programming Totals		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 718,215	\$ 718,215
							Total Estimated Project Cost	\$ 718,215
							Total Cost in Year of Expenditure:	\$ 718,215

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,289,840)	\$ (1,289,840)
Phase Change Percent:	0.0%	0%	0%	0%	0%	-64.23%	0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 73,761
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	N/A

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,454	\$ 644,454
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 73,761
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 718,215	\$ 718,215

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	0%	89.73%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	10.27%	10.27%
Total	0%	0%	0%	0%	0%	100%	100%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	0%	0%	0%	0%	89.73%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	10.27%	10.27%
Total	0%	0%	0%	0%	0%	0%	100%

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 FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Note: STBG obligation expected to occur during early FFY 2024.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Key 20886 is a carry-over project grouping bucket from the 2021-24 MTIP containing remaining STBG funds for selected TSMO projects. The funds represent the remaining un-committed TSMO allocation originally from the 2021 allocation year.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. \$1,157,374 funds in Key 20885 are combined into the new PORTAL project funding allocation</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was needed, but Metro TransPort and TPAC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	


Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2021	Years Active	3	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	7/2021	Last MTIP Amend Num JN21-11-JUN
Last Amendment Action	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
N/A							This is a regional planning effort focusing upon TSMO data management.
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No. The project is not capacity enhancing</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, the project is exempt per Table 2, Safety.</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>
RTP Constrained Project ID and Name:	<b>ID#: 11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO Operations/ITS project is a regional project grouping bucket 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

**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. The TSMO/ITS PGB reflects committed funds for later specific approved TSMO projects.**
- 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 #4 - Reliability and Efficiency  
**Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**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? **October 4, 2023 to November 2, 2023.**
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new 2023 TSMO awarded project to the 2024-27 MTIP

**Project #5**

**Project Details Summary**

<b>ODOT Key #</b>	<b>TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new approved Metro Transportation Systems Management and Operations (TSMO) PORTAL system project to the 2024-27 MTIP. The approved STBG-U funding of \$1,621,892 will be pulled from two existing TSMO Project Grouping Buckets (PGB) in Keys 20885 and 20886. The approved TSMO allocation to the PORTAL system will support Portland State University's TSMO system assessments for up to five years. PORTAL is the official transportation data archive for the Portland-Vancouver Metropolitan region. PORTAL provides a centralized, electronic database that facilitates the collection, archiving, and sharing of data and information for public agencies within the region.

**Project Name:** TSMO PORTAL Regional Archived Data Service 2023

**Lead Agency:** Portland State University (PSU)     **Applicant:** PSU     **Administrator:** Metro

Short Description:  
 Maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide assessment of existing and future TSMO investment areas.

MTIP Detailed Description (Internal Metro use only):  
 A five-year funding allocation to PSU to maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide analysis an assessment of existing regional TSMO operations and future TSMO investment areas. (2021 TSMO Strategy Recommendations)

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Z230	2024	\$ 1,621,892						\$ 1,621,892
									\$ -
<b>Federal Totals:</b>			\$ 1,621,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,621,892

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 185,633						\$ 185,633
									\$ -
<b>Local Totals:</b>			\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525

Total Estimated Project Cost							\$ 1,807,525
Total Cost in Year of Expenditure:							\$ 1,807,525

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:	\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,621,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,621,892
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633
Total	\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0%	0%	0%	0%	0%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	10.27%	0%	0%	0%	0%	0%	10.27%
Total	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0%	0%	0%	0%	0%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	10.27%	0%	0%	0%	0%	0%	10.27%
Total	100.00%	0%	0%	0%	0%	0%	100.00%

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
Are federal funds being flex transferred to FTA?	No		If yes, expected FTA conversion code:			N/A	
Note: STBG obligation expected to occur during FFY 2024 Eligible expenditures may occur up to five after obligation.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro approve 2021 TSMO Strategy Recommendation Allocations. The specific funding is re-programmed from the TSMO project grouping buckets in Key 20885 and 20886</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The new project re-programs existing approved TSMO funds form two PGBs to support the PORTAL system.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was needed, but Metro TransPort and TPAC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>


Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	D	Project implementation in progress	
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. This is the initial programming action for the project. However, the PORTAL funding and support to Metro is ongoing. The new funding represent follow-on funding for PSU to continue PORTAL data management activities during FFY 2024 and beyond.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
N/A							This is a regional planning effort focusing upon TSMO data management.
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No. The project is not capacity enhancing</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, the project is exempt per Table 2, Other.</b>
Exemption Reference:	<b>Planning and technical studies</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID#: 11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO PORTAL project is considered a planning project 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>The TSMO PORTAL project is a component of the UPWP, but separate from the Master Agreement list of approved projects. The TSMO PORTAL project and funding has already received Metro approval</b>
3a. If yes, is an amendment required to the UPWP? <b>No. However, the TSMO Portal project will be identified as part of the overall SFY25 UPWP.</b>

- 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)? **Metro funded Stand-alone**
- 4. Applicable RTP Goal: Goal #4 - Reliability and Efficiency  
**Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.**
- 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**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? **October 4, 2023 to November 2, 2023.**
- 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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)				
Project IDs		Project Description			Project Type	
ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)			Transportation System Management Operations	
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$464,518	\$53,166	\$0	\$517,684
FY 24-29 Totals			\$464,518	\$53,166	\$0	\$517,684
Estimated Project Cost (YOES)			\$464,518	\$53,166	\$0	\$517,684

All \$464,518 of STBG funding in the TSMO Project Grouping bucket of Key 20885 is being re-programmed to support the new allocation to the TSMO PORTAL system, As a result, Key 20885 is "zero" programmed.



LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2021)				
Project IDs		Project Description			Project Type	
ODOT KEY	20886	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)			Transportation System Management Operations	
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$1,801,828	\$206,227	\$0	\$2,008,055
FY 24-29 Totals			\$1,801,828	\$206,227	\$0	\$2,008,055
Estimated Project Cost (YOES)			\$1,801,828	\$206,227	\$0	\$2,008,055

\$1,157,374 of STBG funding in the TSMO Project Grouping bucket of Key 20886 is being re-programmed to support the new allocation to the TSMO PORTAL system project, As a result, Key 20886 STBG decreases from \$1,801,828 \$644,454.



**Memo**

Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

**TransPort Recommendation**

Part 1 – TransPort’s action was consistent with the Reviewer Team’s consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	



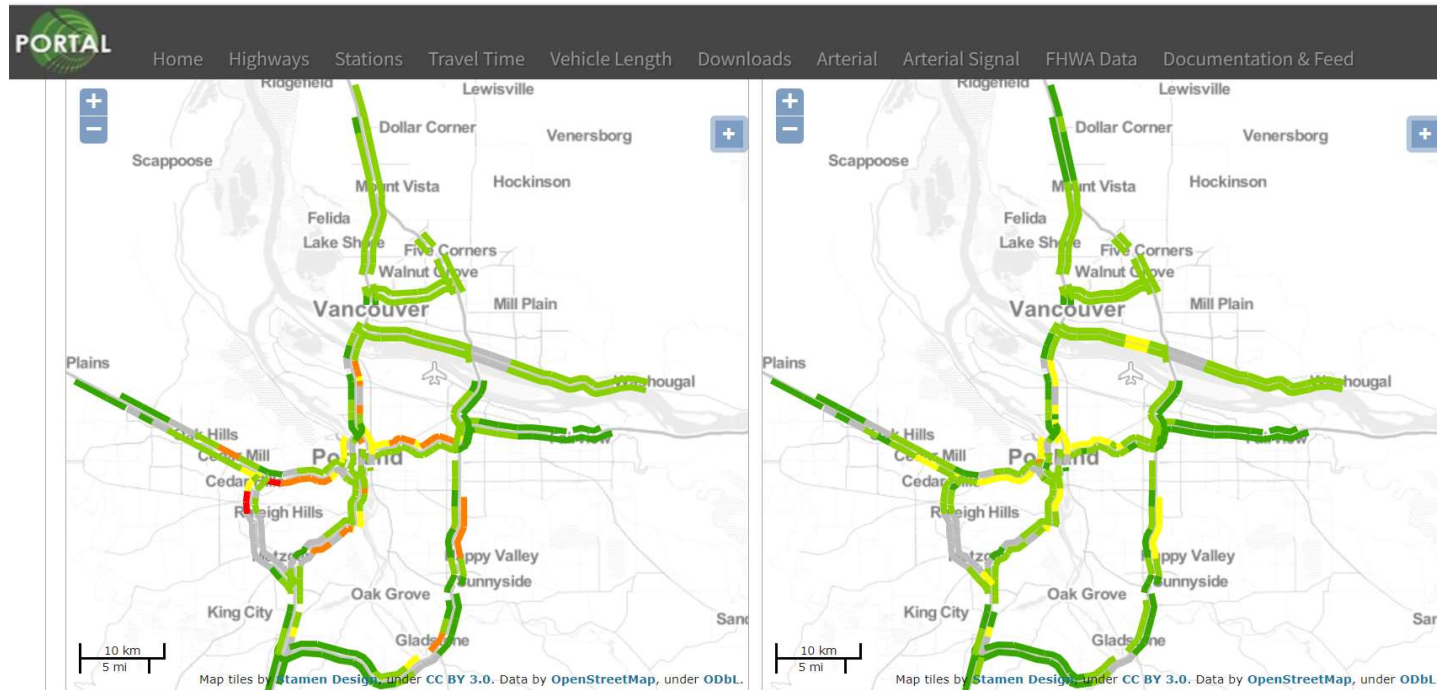
## PORTAL

### PORTAL is the official transportation data archive for the Portland-Vancouver Metropolitan region.

PORTAL provides a centralized, electronic database that facilitates the collection, archiving, and sharing of data and information for public agencies within the region. The data stored in Portal includes 20-second granularity loop detector data from freeways in the Portland-Vancouver metropolitan region, arterial signal data, travel time data, weather data, incident data, VAS/VMS message data, truck volumes, and transit data. Many of these data feeds are received by PORTAL in real time or on a daily basis and for most, the retrieval and archiving process is fully automated.

PORTAL's multi-modal transportation data archive aims to support Metro's Regional Transportation Plan, the production of regional performance measures, support for regional transportation agencies and their consultants, and researchers at Portland State and elsewhere. Project objectives include producing tools and performance measures useful to local transportation professionals, exploring new and innovative uses of the data, and making the PORTAL data and system more accessible to agency personnel.

PORTAL is currently supported by funding from [Metro](#), the [Southwest Washington Regional Transportation Council \(RTC\)](#), and the [Transportation Research and Education Center \(TREC\)](#) at [Portland State](#). In addition, PORTAL has received funding from the [Federal Highway Administration \(FHWA\)](#) and the [National Science Foundation \(NSF\)](#).





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Re-Add OR 141 that includes CDS  
 Earmark

**Project #6**

**Project Details Summary**

<b>ODOT Key #</b>	<b>22647</b>	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71389</b>	CDS ID:	OR216	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:  
 The formal amendment re-adds the project to the MTIP. The project was added previously to the 2021-24 MTIP during May 2023. However, the 2024-27 MTIP was already locked down completing final reviews and preliminary steps. As a result Key 22647 could be carried over into the 2024-27 MTIP. It is being re-added to the MTIP as the project include active years in FFY 2024.

<b>Project Name:</b>	<b>OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St</b>						
<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	<b>ODOT</b>	<b>Administrator:</b>	<b>ODOT</b>		

Short Description:  
 The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)

MTIP Detailed Description (Internal Metro use only):  
 On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area. (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)

STIP Description:  
 Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Transportation - Pedestrian	Crossing Treatments	Capital Improvement
ODOT Work Type:	OP-SSI		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HIPCDS23	Y926	2023		\$ 942,165					\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402				\$ 564,402
HIPCDS23	Y926	2025					\$ 1,693,433		\$ 1,693,433
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 1,693,433	\$ -	\$ 3,200,000

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S070	2023		\$ 107,835					\$ 107,835
State	S070	2024			\$ 64,598				\$ 64,598
State	S070	2025					\$ 193,821		\$ 193,821
<b>State Totals:</b>			\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Total Estimated Project Cost							\$ 3,566,254
Total Cost in Year of Expenditure:							\$ 3,566,254
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:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 1,693,433	\$ -	\$ 3,200,000
State	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	89.73%	89.73%	0%	89.73%	0%	89.73%
State	0%	10.27%	10.27%	0%	10.27%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	26.42%	15.83%	0%	47.48%	0%	89.73%
State	0%	3.02%	1.81%	0%	5.43%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	29.44%	17.64%	0%	52.92%	0%	100.00%

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 FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:				N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Congressionally approved FFY 2023 Congressional Directed Spending (CDS) award</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The project is being re-added to the MTIP as originally programmed in the 2021-24 MTIP</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR141	3.84	4.41	0.57
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Hall Blvd (OR141)		SW Hemlock St		SW Spruce St

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.



Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2023	Last MTIP Amend Num	MY23-09-MAY
Last Amendment Action	The formal amendment added the project to the 2021-24 MTIP						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
						X	Equity Focus area split. POC, LE, and LI "no" east of 141. POC, LE, and LI "yes" west of OR141.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, exempt per Table 2 - Safety</b>
Exemption Reference:	<b>Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air conformity analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not applicable.</b>

RTP Constrained Project ID and Name:	<b>12095 - Safety &amp; Operations Projects</b>
RTP Project Description:	<b>Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent bus
No	Freight	N/A
Yes	Bicycle	Regional Bikeway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	OR141/Hall Blvd	N/A
Functional Classification	Yes	OR141/Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR141/Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes/Not applicable.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goal: <b>Goal #5 - Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars in total project cost.</b>



**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? **October 4, 2023 to November 2, 2023**
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**

HIPCDS23	Federal Congressional Directed Spending (CDS) award. The funds are specifically approved by Congress for the identified project. For this specific CDS award, a 10.27% minimum match requirement also exists.
State	General state funds committed to the project usually as part of the minimum match requirement or as overmatch support.



## Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply Refer to: HISM-40

From: Peter J. Stephanos /s/ Director, Office of Stewardship, Oversight, and Management

To: Brian R. Bezio Chief Financial Officer  
Division Administrator

**Consolidated Appropriations Act, 2023  
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs**

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
<b>Oregon</b>					<b>41,380,686</b>		<b>40,440,686</b>

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[FUND](#)

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[earmarks](#)
[comments](#)

**ODOT Key: 22647 | MTIP ID: 71389**  
 OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Preliminary engineering</b>	2023		\$942,165	\$107,835		\$1,050,000	<input type="checkbox"/>
	2024	HIPCD523	\$942,165	\$107,835		\$1,050,000	
<b>Purchase right of way</b>	2024		\$564,402	\$64,598		\$629,000	<input type="checkbox"/>
	2024	HIPCD523	\$564,402	\$64,598		\$629,000	
<b>Construction</b>	2024		\$1,693,433	\$193,821		\$1,887,254	<input type="checkbox"/>
	2024	HIPCD523	\$1,693,433	\$193,821		\$1,887,254	
<b>Totals &gt;&gt;</b>			<b>\$3,200,000</b>	<b>\$366,254</b>	<b>\$0</b>	<b>\$3,566,254</b>	

**2021-2024 Active STIP WASHINGTON 2021-2024 Active STIP**

Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St Key: 22647

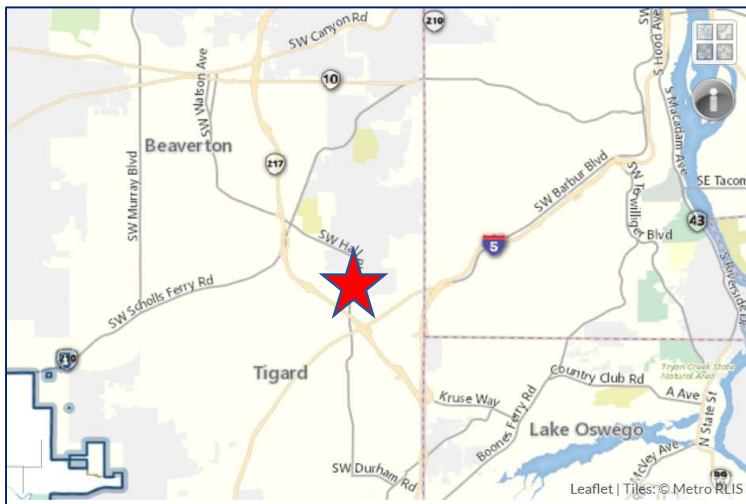
Description: Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area. Region: 1

MPO: Portland Metro MPO Work Type: OP-891  
 Applicant: ODOT Status: PROJECT SCHEDULED FOR CONSTRUCTION

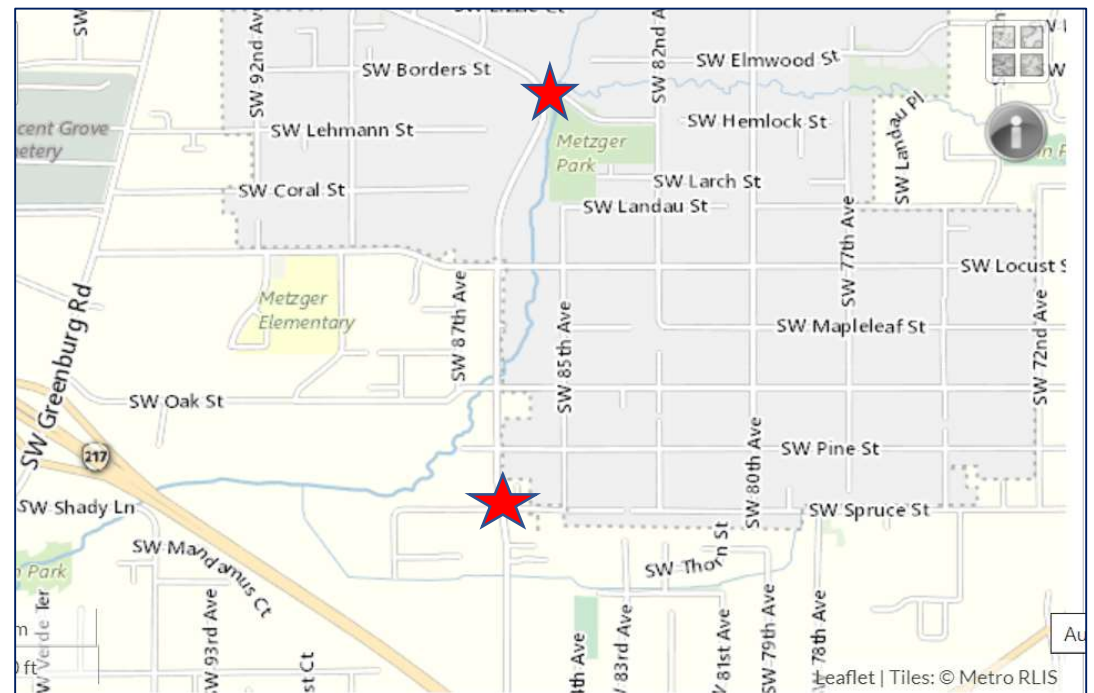
Location(s)-	Mileposts	Length	Route	Highway	ACT	County(s)
	3.84 to 3.84	0.00	OR-141	BEAVERTON/TUALATIN	REGION 1 ACT	WASHINGTON
	4.41 to 4.41	0.00	OR-141	BEAVERTON/TUALATIN	REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023	2024		2024		
Total		\$1,050,000.00	\$629,000.00		\$1,887,254.32		\$3,566,254.32
Fund 1		Y926 \$942,165.00	Y926 \$564,401.70		Y926 \$1,693,433.30		
Match							
Fund 2		S070 \$107,835.00	S070 \$64,598.30		S070 \$193,821.02		
Match							

Footnote: \$3,200,000 in federal congressionally directed spending  
 Most Recent Approved Amendment



**Project Location Map**





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Re-add the Jordan Rd project to  
 the 2024-27 MTIP

**Project #7**

Project Details Summary							
ODOT Key #	23428	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	12/6/2018
MTIP ID:	71388	CDS ID:	OR211	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring: The project was originally added to the 2021-24 MTIP during May 2023, and would have been carried over into the 2024-27 MTIP. However, the draft 2024-27 MTIP was now locked-down for final reviews and initial approvals. As a result, the project could not be carried over into the 2024-27 MTIP. The carry-over/update to the 20227 MTIP is now occurring to re-add the project.

Project Name:	<b>I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta</b>						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		

Short Description:  
 Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)

MTIP Detailed Description (Internal Metro use only):  
 In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description:  
 Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Trail/ Multi-use Path	New Trail/Path	Capital Improvement
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
<b>Federal Funds</b>									
HIPCDS23	Y926	2023		\$ 233,200					\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919				\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881		\$ 2,071,881
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 233,200	\$ 26,919	\$ -	\$ 2,071,881	\$ -	\$ 2,332,000

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S070	2023		\$ 26,691					\$ 26,691
State	S070	2024			\$ 3,081				\$ 3,081
State	S070	2024					\$ 237,136		\$ 237,136
									\$ -
<b>State Totals:</b>			\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908

**Local Funds**

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

<b>Phase Totals</b>	<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Total Estimated Project Cost							\$ 2,598,908
Total Cost in Year of Expenditure:							\$ 2,598,908
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:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Phase Change Percent:	0%	100.0%	100.0%	0%	100.0%	0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 233,200	\$ 26,919	\$ -	\$ 2,071,881	\$ -	\$ 2,332,000
State	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	89.73%	89.73%	0%	89.73%	0%	89.73%
State	0%	10.27%	10.27%	0%	10.27%	0%	10.27%
Local	0%	0.0%	0.0%	0%	0%	0%	0.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	8.97%	1.04%	0%	79.72%	0%	89.73%
State	0%	1.03%	0.12%	0%	9.12%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	10.00%	1.15%	0%	88.85%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		N/A					Aid ID
Federal Funds Obligated:							Not Available
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:				N/A

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Congressionally approved Congressional Directed Spending (CDS) award</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding remains unchanged from the original 2021-24 programming action</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required for the award.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Columbia River	18.33	18.51	0.18
Cross Streets	Route or Arterial	Cross Street		Cross Street	
Columbia River	I-84/US30	Crown Point highway			

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated)	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2023	Last MTIP Amend Num	MY23-09-MAY
Last Amendment Action							

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt per Table 2 - Air Quality</b>
Exemption Reference:	<b>Bicycle and pedestrian facilities.</b>
Was an air analysis required as part of RTP inclusion?	<b>No</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not applicable</b>



RTP Constrained Project ID and Name:	<b>Not applicable - the project is not part of the Metro network and is considered a recreational trail improvement</b>
RTP Project Description:	<b>Not applicable</b>

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	Yes	I-84/US30 Jordan Connection	Eisenhower Interstate System (project is adjacent to I-84)
Functional Classification	Yes	N/A	Urban Local
Federal Aid Eligible Facility	Yes	Yes	Federal functional code = 7, Local

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes &amp; No. I-84/US30 = Yes. The specific trail portion off the</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>No. Not applicable</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goal: <b>Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars in total project cost.</b>




**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? **October 4, 2023 to November 2, 2023**
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**

State	General state funds committed by the lead agency that normally cover the minimum match requirement to the federal funds or are added as overmatching funds are required.
HIPCDS23	Federal Congressionally approved Congressional Directed Spending (CDS) awarded funds to a specifically named project. The minimum match requirement for these funds is 10.27%



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

# Memorandum

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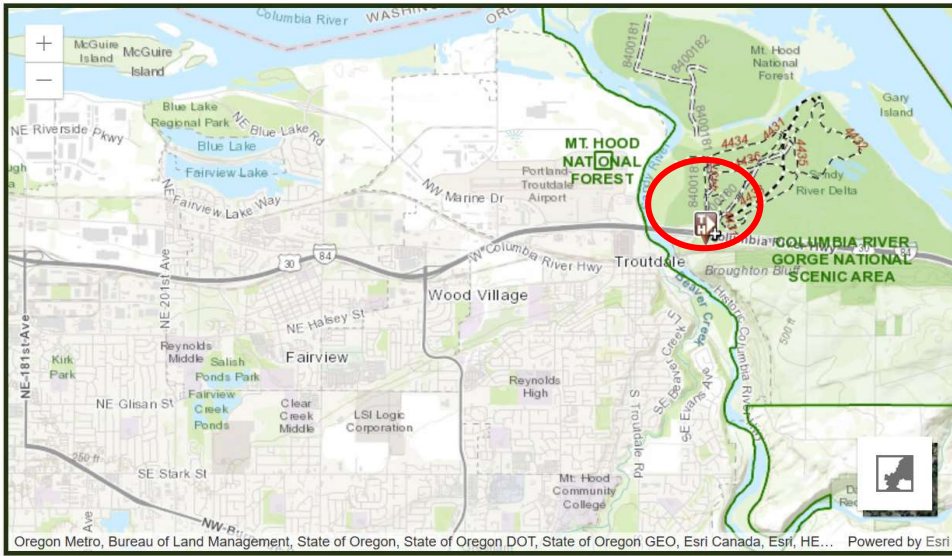
Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205] Date: March 21, 2023

In Reply  
Refer to: HISM-40

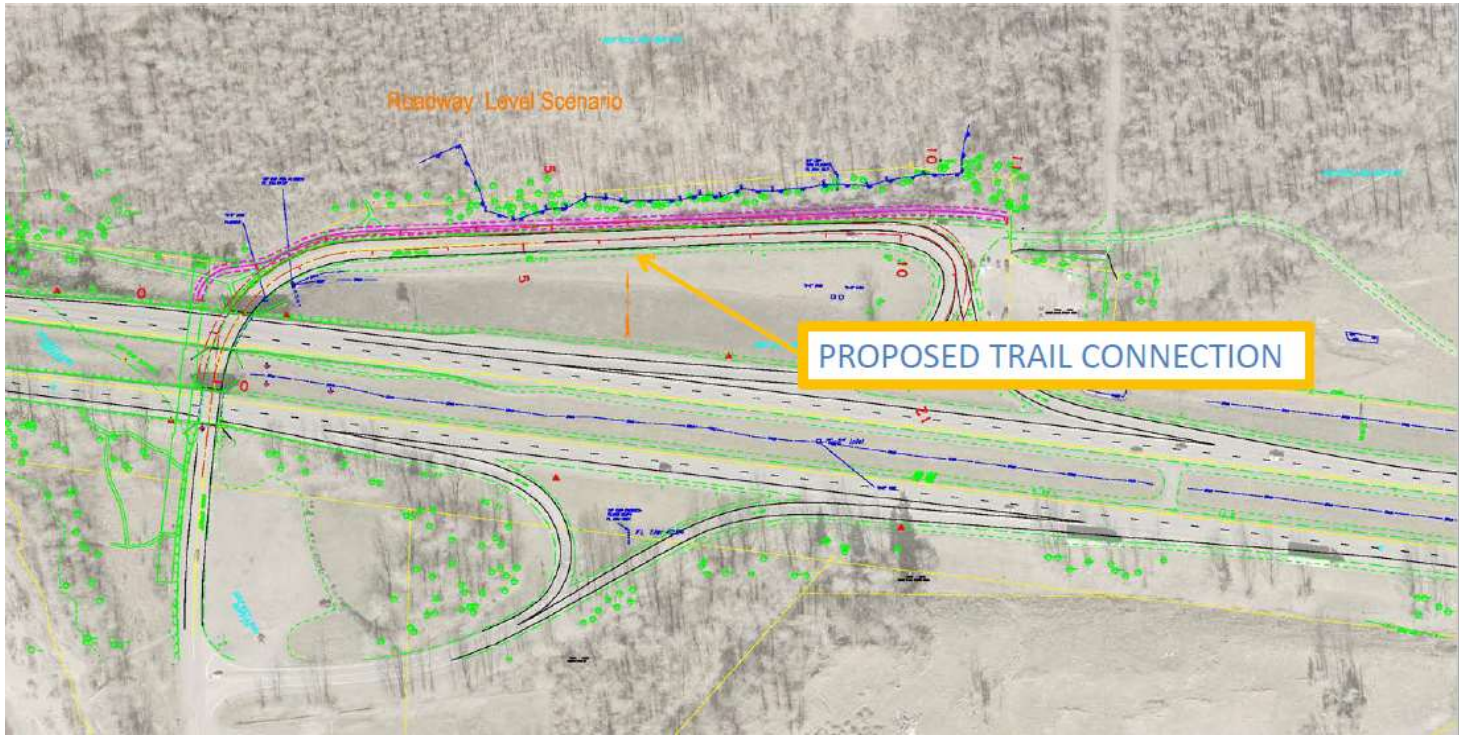
From: Peter J. Stephanos /s/  
Director, Office of Stewardship, Oversight,  
and Management

To: Brian R. Bezio  
Chief Financial Officer

OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000
		<i>Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project</i>				
OR	OR206	*See Note 1	940,000	940,000		0
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686
		Earthquake Ready Burnside Bridge (EQRB) Design Phase —				
OR	OR213	Multnomah County, OR	2,000,000	2,000,000		2,000,000
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000



Project Location Map





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new FFY 2022 CDS earmark  
 awarded project to the MTIP

**Project #8**

**\*\*\* MODIFICATION 1 \*\*\***

Project Details Summary

ODOT Key #	23491	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	TBD - New	CDS ID:	OR200	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:		<del>21-24-3356</del>	24-27-0007

Summary of Amendment Changes Occurring:  
 The formal amendment adds the FFY 2022 Congressionally approved Congressional Directed Spending (CDS) awarded project to the 2024-27 MTIP. Only the PE phase is being added to the MTIP and STIP at this time to complete final design requirement. Remaining phases as needed (ROW, UR, and Cons) will be added through a later amendment.  
**10/19/2023 - PROGRAMMING MODIFICATION: Subsequent discussions within ODOT have requested the complete project federal programming now be included and split among the required phases. ODOT has submitted an updated programming request for Oregon City as part of the 30-day Public Notification/Comment Period. Since there is no change in scope, overall costs, or delivery timing, the phase programming split is considered a technical correction and not inconsistent with the prior approval actions by TPAC and JPACT. - KL, 10/23/2023.**

Project Name: **Oregon City Quiet Zone**

Lead Agency: **Oregon City**      Applicant: **Oregon City**      Administrator: **ODOT**

Short Description:  
 Establish a railroad quiet zone in Oregon City for added pedestrian safety to foster prosperous economic transformation, support housing and business development

MTIP Detailed Description (Internal Metro use only):  
 Establish a railroad quiet zone in historic downtown Oregon City impacting the railroad crossings at 10th and 11th Streets to improve pedestrian safety including pedestrian signal installations, traffic median construction, railroad gate arm upgrades, and utility relocations to foster prosperous economic transformation, and support housing and business development (FFY 2022 CDS OR200)

STIP Description: Establish a railroad quiet zone in historic Downtown Oregon City to foster prosperous economic transformation, support housing and business development, grow the Oregon City Regional Center, and advance the Willamette Falls Legacy Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway Pedestrian	Crossing treatments	System Management, ITS, and Operations
		System Management & Operations	
	Roadway - Motor Vehicle	Lane modification or Reconfiguration	
ODOT Work Type:	Operations		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HIPCDS22	Y928	2024		<del>\$ 2,000,000</del>					\$ -
HIPCDS22	Y928	2024		\$ 1,153,846					\$ 1,153,846
HIPCDS22	Y928	2025			\$ 76,923				\$ 76,923
HIPCDS22	Y928	2025					\$ 769,231		\$ 769,231
<b>Federal Totals:</b>			\$ -	\$ 1,153,846	\$ 76,923	\$ -	\$ 769,231	\$ -	\$ 2,000,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	2024		<del>\$ 228,909</del>					\$ -
Local	Match	2024		\$ 132,063					\$ 132,063
Other	OTH0	2024		\$ 214,091					\$ 214,091
Local	Match	2025			\$ 8,804				\$ 8,804
Other	OTH0	2025			\$ 14,273				\$ 14,273
Local	Match	2025				\$ 88,042			\$ 88,042
Other	OTH0	2025				\$ 142,727			\$ 142,727
Local Totals:			\$ -	\$ 346,154	\$ 23,077	\$ -	\$ 230,769	\$ -	\$ 600,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ 2,228,909</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ 2,228,909</del>
Amended Programming Totals	\$ -	\$ 1,500,000	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 2,600,000
Total Estimated Project Cost							\$ 2,600,000
Total Cost in Year of Expenditure:							\$ 2,600,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project now includes all required phase funding based on the current project estimate.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (728,909)	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 371,091
Phase Change Percent:	0.0%	-32.7%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 132,063	\$ 8,804	\$ -	\$ 88,042	\$ -	\$ 228,909
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,153,846	\$ 76,923	\$ -	\$ 769,231	\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 346,154	\$ 23,077	\$ -	\$ 230,769	\$ -	\$ 600,000
Total	\$ -	\$ 1,500,000	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 2,600,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	76.92%	76.92%	0%	76.92%	0%	N/A
State	0%	0%	0%	0%	0%	0%	N/A
Local	0%	23.08%	23.08%	0%	23.08%	0%	N/A
Total	0%	100.00%	100.00%	0%	100.00%	0%	N/A

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	44.38%	2.96%	0%	29.59%	0%	76.92%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	13.31%	0.89%	0%	8.88%	0%	23.08%
Total	0%	57.69%	3.85%	0%	38.46%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not issued yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?	No		If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Congressional approved Congressional Directed Spending (CDS) from the FFY 2022 awards.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The entire CDS award is being applied to the PE phase for now.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via USDOT June 22, 2022 Allocation Memo.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes. No issues.</b>

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not applicable	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	10th Street		Main Street	Singer Hill	
	11th Street		Main Street	Center Street	

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
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. This formal amendment represents initial MTIP programming for the project.						

**Anticipated Required Performance Measurements Monitoring**

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
						<b>X</b>	Equity Focus Area = No POC = No LE = No LI = No

**ODOT (federal) Performance Measurements**

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
		X		
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per Table 2 - Safety</b>
Exemption Reference:	<b>Railroad/highway crossing warning devices.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not required.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not applicable</b>
RTP Constrained Project ID and Name:	<b>12095 - Safety &amp; Operations Projects</b>
RTP Project Description:	<b>Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.</b>

<b>Project Location in the Metro Transportation Network</b>		
Yes/No	Network	Designation
Yes & No	Motor Vehicle	10th Street is a Major Arterial. 11th Street is not identified on the Motor Vehicle Network Both are identified in the network in a designated Urban Area.
Yes & No	Transit	10th Street is designated as a "Frequent Bus" in the Transit network. 11th Street in the project limits is not have a transit designation in the Transit network
No	Freight	Not applicable
Yes & No	Bicycle	10th Street is identified as a Regional Bikeway. 11th Street is not designated in the Bicycle network.
Yes & No	Pedestrian	10th Street is identified as a Regional Pedestrian Corridor. 11th Ave is not designated in the Pedestrian network

<b>National Highway System and Functional Classification Designations</b>			
System	Y/N	Route	Designation
NHS Project	No	10th & 11th	No designation on the NHS
Functional Classification	Yes	10th Street 11th Street	Urban Minor Arterial No designation for 11th Street
Federal Aid Eligible Facility	Yes	10th Street 11th Street	FHWA Functional Classification Code: 4 (Minor Arterial) No designation for 11th Street



**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. Amending the pup is not applicable.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not Applicable.**
4. Applicable RTP Goal: **Goal #5 - Safety and Security**  
**Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$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? **October 4, 2023 to November 2, 2023**
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCDS22	Federal Congressionally approved Congressional Directed Spending (CDS) awarded funds to a specifically named project during FFY 2022. The minimum match requirement for these funds is 10.27%

Key Number: **23491**

2024-2027 STIP

Project Name: **Oregon City Quiet Zone**

(DRAFT AMENDMENT DD)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	1,285,909.01	89.73%	1,153,846.15	0.00%	0.00	10.27%	132,062.86
	OTH0	OTHER THAN STATE OR	14.27%	214,090.99	0.00%	0.00	0.00%	0.00	100.00%	214,090.99
	<b>PE Totals</b>			<b>100.00%</b>	<b>1,500,000.00</b>		<b>1,153,846.15</b>		<b>0.00</b>	
RW	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	85,727.27	89.73%	76,923.08	0.00%	0.00	10.27%	8,804.19
	OTH0	OTHER THAN STATE OR	14.27%	14,272.73	0.00%	0.00	0.00%	0.00	100.00%	14,272.73
	<b>RW Totals</b>			<b>100.00%</b>	<b>100,000.00</b>		<b>76,923.08</b>		<b>0.00</b>	
CN	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	857,272.67	89.73%	769,230.77	0.00%	0.00	10.27%	88,041.90
	OTH0	OTHER THAN STATE OR	14.27%	142,727.33	0.00%	0.00	0.00%	0.00	100.00%	142,727.33
	<b>CN Totals</b>			<b>100.00%</b>	<b>1,000,000.00</b>		<b>769,230.77</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>2,600,000.00</b>		<b>2,000,000.00</b>		<b>0.00</b>	<b>600,000.00</b>



# Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2022 [CFDA No. 20.205]

Date: June 28, 2022

In Reply Refer to: HISM-40

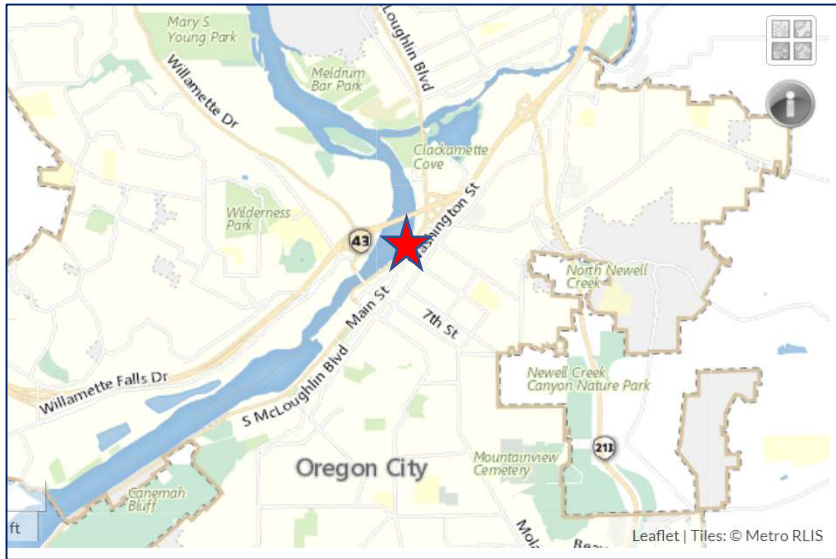
From: Peter J. Stephanos  
 Director, Office of Stewardship, Oversight, and Management

**PETER JOHN STEPHANOS**  
Digitally signed by PETER JOHN STEPHANOS  
 Date: 2022.06.28 13:25:36 -0400

To: Brian R. Bezio  
 Chief Financial Officer

## Consolidated Appropriations Act, 2022 (Public Law 117-103) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-103	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-103	Amount available under P.L. 117-103		Allocation of Y928 Funds This Memorandum	
				Project	State Total	Project	State Total
OK	OK163	SH-20 in Hominy	3,125,000	3,125,000		3,125,000	
OK	OK164	SH-3 from Lane to Farris	3,125,000	3,125,000		3,125,000	
OK	OK165	US-169 SW Ramp over I-244 in Tulsa	3,125,000	3,125,000		3,125,000	
OK	OK166	US-277 between Cement and Bailey Turnpike	3,125,000	3,125,000		3,125,000	
OK	OK167	US-281/SH-45 Junction in Waynoka	3,125,000	3,125,000		3,125,000	
OK	OK168	US-283 North of the Red River in Elmer	3,125,000	3,125,000		3,125,000	
OK	OK169	US-64/SH-14 Junction in Alva	3,125,000	3,125,000		3,125,000	
OK	OK170	US-70 Bypass in Madill	3,125,000	3,125,000		3,125,000	
<b>Oklahoma</b>					<b>59,500,000</b>		<b>59,500,000</b>
OR	OR200	Oregon City Quiet Zone	2,000,000	2,000,000		2,000,000	
OR	OR201	North Fork Road Improvements Project, Marion County	1,440,000	1,440,000		1,440,000	
OR	OR202	I-84 Exit 216 EB Snow Zone/Truck Parking	2,000,000	2,000,000		2,000,000	
OR	OR203	Tualatin Valley Highway Safety Improvements	1,000,000	1,000,000		1,000,000	
<b>Oregon</b>					<b>6,440,000</b>		<b>6,440,000</b>
PA	PA739	Chester County Electric Vehicle Charging Station Project	645,609	645,609		645,609	
PA	PA740	Independence Street Downtown Makeover (Implementation project from GoShamokin Revitalization Plan)	2,675,000	2,675,000		2,675,000	
PA	PA741	Trail extension and tunnel preconstruction, Westmoreland Heritage Trail - Middle Gap Development, Westmoreland County, PA	1,000,000	1,000,000		1,000,000	





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new BIP awarded project  
 to the 2024-27 MTIP

**Project #9**

**Project Details Summary**

<b>ODOT Key #</b>	<b>TBD- NEW</b>	RFFA ID:	N/A	RTP ID:	11797	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>TBD - NEW</b>	CDS ID:	N/A	Bridge #:	25B01	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new FHWA Bridge Investment Program (BIP) discretionary award to the 2024-27 MTIP. Portland will deliver the project as a direct recipient with FHWA acting in the oversight role. Programming in the MTIP and STIP is required per the federal fund obligation process through FMIS. This initial programming is based on the grant application and award information. The developed IGA may require adjustments to the project name, description, and/or phase programming levels.

<b>Project Name:</b>	<b>Burgard Bridge Resiliency and Multimodal Enhancements Project</b>						
<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland	<b>Administrator:</b>	<b>FHWA</b>		

Short Description:  
 Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements

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MTIP Detailed Description (Internal Metro use only):  
 In North Portland on N. Lombard Street at the Burgard Bridge(NBI 25B01) over the UPRR (between N. Terminal Rd and N Roberts St), replace/reconstruct existing bridge and culvert, and include bicycle/pedestrian upgrades for added pedestrian safety and more efficient freight movements

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STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Bridge	Reconstruction/Preservation	Capital Improvement
	Roadway - Bicycle	Buffered lanes	
	Roadway - Pedestrian	Sidewalk -new	
ODOT Work Type:	TBD		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HIPBIP22	Z913	2023		\$ 5,517,192					\$ 5,517,192
HIPBIP22	Z913	2024			\$ 55,725				\$ 55,725
HIPBIP22	Z913	2025					\$ 8,322,360		\$ 8,322,360
<b>Federal Totals:</b>			\$ -	\$ 5,517,192	\$ 55,725	\$ -	\$ 8,322,360	\$ -	\$ 13,895,277

Note:

1. FHWA's Bridge and Structure webpage identifies the BIP funds as part of the Highway Infrastructure Program (HIP) resulting in the use of fund code Z913.
2. Per FHWA guidance, BIP awarded funds must be obligated by 9/30/2025.
3. Per FHWA guidance, the minimum match requirement for off-system bridge awards in the Bridge Project Grants category is 20%. The federal share may not exceed 80%.

**State Funds**

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



Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2023		\$ 1,379,278					\$ 1,379,278
Local	Match	2024			\$ 13,931				\$ 13,931
Local	Match	2025					\$ 2,080,590		\$ 2,080,590
Local Totals:			\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076
Total Estimated Project Cost							\$ 17,369,076
Total Cost in Year of Expenditure:							\$ 17,369,076

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:	\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799
Amended Phase Matching Percent:	N/A	20.00%	20.00%	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	\$ -	\$ 5,517,192	\$ 55,725	\$ -	\$ 8,322,360	\$ -	\$ 13,895,277
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799
Total	\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076



Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	80.00%	80.00%	0%	80.00%	0%	80.00%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	20.00%	20.00%	0%	20.00%	0%	20.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	31.76%	0.32%	0%	47.91%	0%	80.00%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	7.94%	0.08%	0%	11.98%	0%	20.00%
Total	0%	39.71%	0.40%	0%	59.89%	0%	100.00%

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
Are federal funds being flex transferred to FTA?	No						N/A

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Discretionary Federal Bridge Investment Program (BIP) funds</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New funds are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes via the BIP award summary.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>FHWA BIP Program approval.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	N. Lombard Street		S/O North Terminal Rd	N/O North Roberts Rd	

Note: Burgard Bridge is located on N Lombard Street over the UPRR

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	N/A - Initial programming	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not applicable. Added note: FHWA has oversight and has granted pre-award authority to the project.						

**Anticipated Required Performance Measurements Monitoring**

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Focus Areas People of Color (POC) = Yes Limited English Proficiency (LEP) = No Low Income (LI) = Yes
				X		X	

**ODOT (federal) Performance Measurements**

Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition	
		X		
Safety	Fatalities/Injuries Reduction			
	X			
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service
	X	X	X	X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2 - Safety</b>
Exemption Reference:	<b>Widening narrow pavements or reconstructing bridges (no additional travel lanes).</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not applicable.</b>
RTP Constrained Project ID and Name:	<b>ID# 11797 - Burgard St Viaduct Replacement</b>
RTP Project Description:	<b>Replace the existing N Burgard St Viaduct (#001) over the UPRR tracks. Completes one element of the larger Barnes to T4 Port project.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
No	Transit	Not Applicable
Yes	Freight	Main Roadway Routes
Yes	Bicycle	Regional Bikeway
Yes	Pedestrian	Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	
NHS Project	Yes	N. Lombard St	Map-21 NHS Principal Arterials
Functional Classification	Yes	N. Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	N. Lombard St	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>Yes</b>
3. Is the project included as part of the approved: UPWP?	<b>No.</b>
3a. If yes, is an amendment required to the UPWP?	<b>No - Not Applicable</b>

- 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 #5 - Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.**  
**Goal #10 - Fiscal Stewardship - Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs**
5. **Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$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? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>October 42, 2023 to November 2, 2023</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>
7.	Added notes:

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPBIP22	Federal discretionary funds sourced from the Highway Infrastructure Program (HIP) and allocated to FHWA into the Bridge Investment Program. FHWA complete a competitive funding call to determine eligibility and award the funds. For these funds the federal share may not exceed 80% of the total project

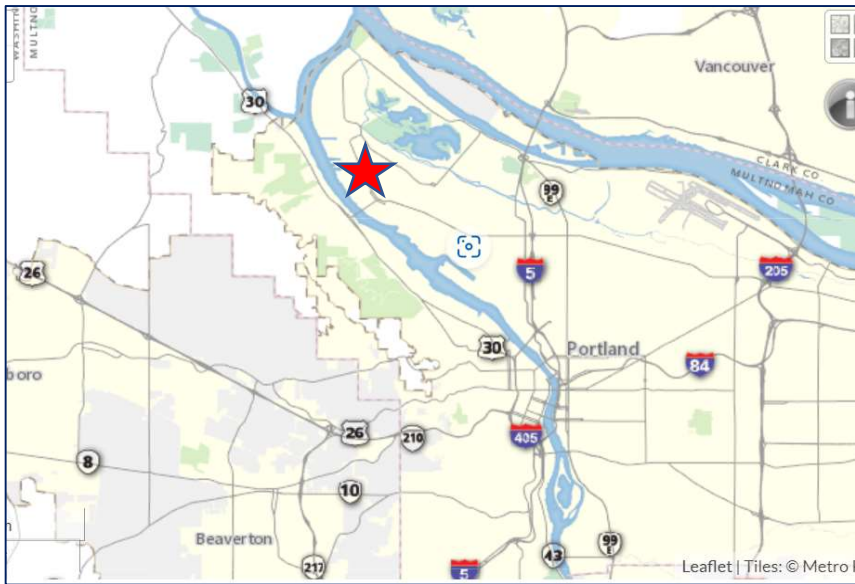


**Bridge Investment Program (BIP)  
 Bridge Grant Awards  
 2022**

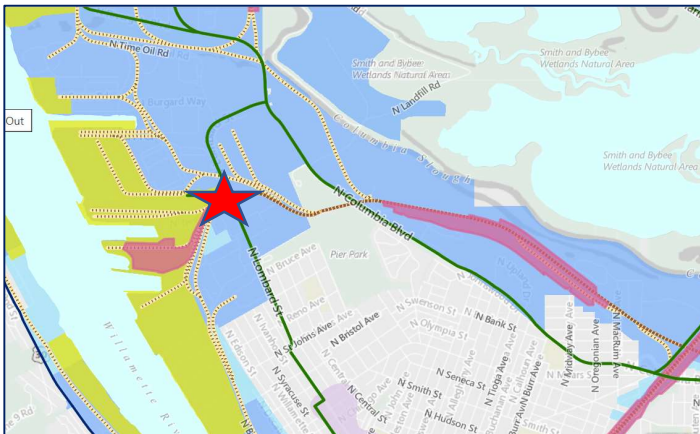


**BIP Bridge Project, Urban**  
**Burgard Bridge Resiliency and Multimodal Enhancements Project**  
 Portland, Oregon, 8,608 vehicles per day, 37% truck traffic (3,185 trucks per day)  
**Grant Funding: \$13,895,277**  
**Estimated Total Project Cost: \$17,369,097**

**Project Location Map**



**Figure 1: Jersey barriers line the west side of the existing bridge**







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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add new SS4A awarded project to  
 the 2024-27 MTIP

**Project #10**

Project Details Summary							
<b>ODOT Key #</b>	<b>NEW - TBD</b>	RFFA ID:	N/A	RTP ID:	10198+11868	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>NEW - TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>OC24-01-OCT</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new FFY 2022 Safe Streets for All (SS4A) discretionary Implementation Grant award for Portland to the 2024-27 MTIP.

<b>Project Name:</b>	<b>122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd</b>		
<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland
		<b>Administrator:</b>	FHWA

Short Description:  
 Employ safety treatments including pedestrian crossings, bike lanes, adding medians, bus stop curb extensions, signal upgrades, lighting, landscaping, and a roundabout

MTIP Detailed Description (Internal Metro use only):  
 Employ safety treatments on 5.5 miles of 122nd Avenue from Sandy Blvd south to Foster Rd including street lighting upgrades, adding 4 miles of protected bike lanes, pedestrian/bicycle signal upgrades, reducing vehicle lanes, adding pedestrian crossings, adding raised medians, landscaping, bus stop curb extensions, speed reader boards with automated enforcement, and a roundabout (FFY SS4A Implementation Grant award)

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Separated (aka Protected) lanes	Capital Improvement
	Active Trans - Pedestrian	Crossing Treatments	
	Active Trans - Transit	Capital - Vehicle Operations	
	Active Trans - Motor Vehicle	Lane Modification or Reconfiguration	Systems Management, ITS, Ops
ODOT Work Type:	TBD	System Management and Operations	

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
SS4A22	N/A	2024		\$ 6,310,400					\$ 6,310,400
SS4A22	N/A	2025						\$ 526,400	\$ 526,400
SS4A22	N/A	2026			\$ 100,000				\$ 100,000
SS4A22	N/A	2027					\$ 13,063,200		\$ 13,063,200
<b>Federal Totals:</b>			\$ -	\$ 6,310,400	\$ 100,000	\$ -	\$ 13,063,200	\$ 526,400	\$ 20,000,000

Note: Per ODOT. As a direct recipient for the SS4A award to Portland, no fund code will be used for this specific project resulting in the N/A entry.

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 1,577,600					\$ 1,577,600
Local	Match	2025						\$ 131,600	\$ 131,600
Local	Match	2026			\$ 25,000				\$ 25,000
Local	Match	2027					\$ 3,265,800		\$ 3,265,800
Other	OTH0	2027					\$ 5,000		\$ 5,000
<b>Local Totals:</b>			\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000
Total Estimated Project Cost							\$ 25,005,000
Total Cost in Year of Expenditure:							\$ 25,005,000



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:	\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000
Amended Phase Matching Percent:	N/A	20.00%	20.00%	N/A	20.02%	20.00%	20.02%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,310,400	\$ 100,000	\$ -	\$ 13,063,200	\$ 526,400	\$ 20,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000
Total	\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	80.00%	80.00%	0%	79.98%	80%	79.98%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	20.00%	20.00%	0%	20.02%	20%	20.02%
Total	0%	100.00%	100.00%	0%	100.00%	100%	100.00%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	25.24%	0.40%	0%	52.24%	2%	79.98%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	6.31%	0.10%	0%	13.08%	1%	20.02%
Total	0%	31.55%	0.50%	0%	65.32%	3%	100.00%

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
Are federal funds being flex transferred to FTA?	No		If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>FFY 2022 USDOT Safe Streets For All Discretionary Implementation grant award</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being programmed based on the original \$20 million dollar grant award.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the FFY 2022 SS4A award summary sheets</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>USDOT approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

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
	122nd Ave		NE Sandy Blvd		SE Foster Rd

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2023	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not applicable. This current amendment reflects the initial programming for the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English Proficiency (LEP)=Yes Low Income (LI) = Yes
		X	X	X		X	
Note: The RTP Performance Measures of Climate Change Reduction and Economic Prosperity may also be applicable							
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X				X	
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? Exemption Reference:	<b>Exempt project per Table 2 - Safety</b> <b>Projects that correct, improve, or eliminate a hazardous location or feature.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>
RTP Constrained Project ID and Name:	<b>Two 2018 RTP constrained projects are identified:</b> <b>ID# 10198 - 122nd Ave Corridor ITS Improvements</b> <b>ID# 11868 - ETC: 122nd Ave Enhanced Transit Corridor</b>

RTP Project Descriptions:	<p><b>10198: Install ITS infrastructure (communication network, enhanced bus detection, truck priority detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.</b></p> <p><b>11868: Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.</b></p>
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Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent Bus
No	Freight	No designation
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	122nd Ave	Not identified on the NHS
Functional Classification	Yes	122nd Ave	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	122nd Ave	FHWA Functional Classification Code: 4 (Minor Arterial)


Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable.</b>
4. Applicable RTP Goal: <b>Goal #5 - Safety and Security</b> <b>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No.</b>

**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? **October 4 2023 to November 2, 2023**
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**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A22	Federal discretionary funds that originate from USDOT's Safe Streets For All (SS4A) funding program. The federal funds normally require a local minimum match of 20% and supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives



**Safe Streets and Roads for All  
(SS4A) Grants**



**U.S. Department  
of Transportation**

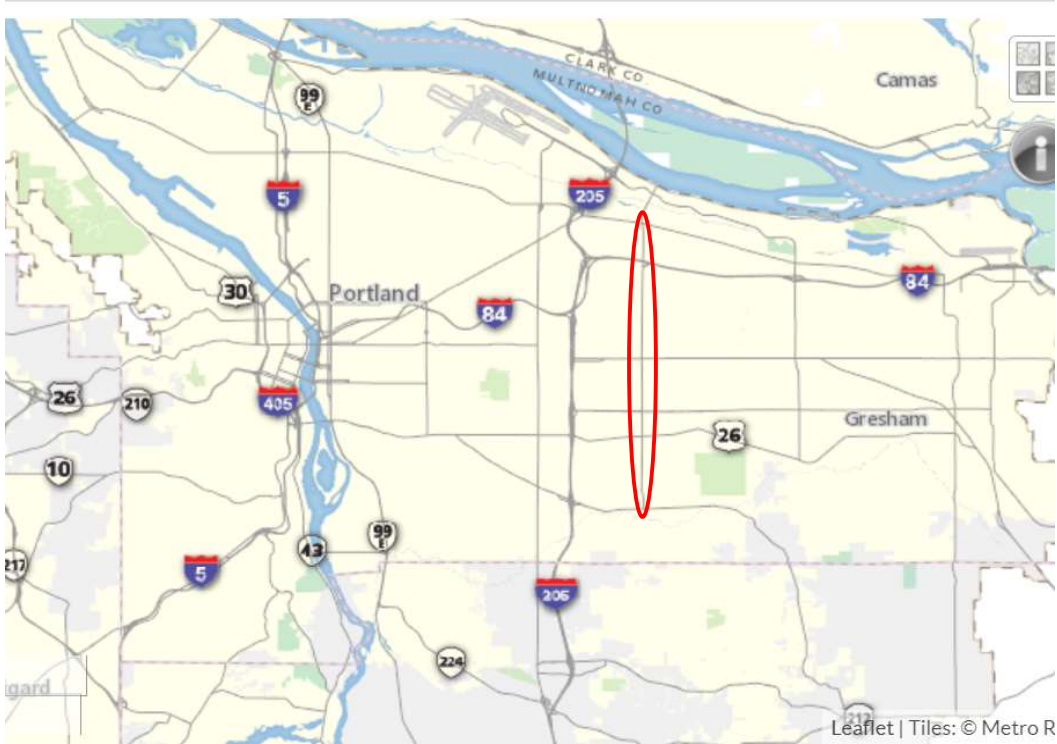
**Urban**

**Safe Systems on 122<sup>nd</sup> Avenue: A Model for Humanizing Arterial Streets**

**Applicant: City of Portland**  
*Portland, Oregon*

**SS4A Award: \$20,000,000**

**Project Location Map**



**Figure 5: Proposed Elements**





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Re-add TriMet DEQ CMAQ project  
 to the 2024-27 MTIP

**Project #11**

Project Details Summary							
ODOT Key #	23463	RFFA ID:	N/A	RTP ID:	12081	RTP Approval Date:	12/6/2018
MTIP ID:	71395	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes - 5307
MTIP Amendment ID:		OC24-01-OCT	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring: The project was initially added to the 2021-2024 MTIP in June 2023. This was after the 20247 MTIP was locked down for its final review and approvals. Through this amendment, the project is being re-added to the 2024-27 MTIP as a required correction.

**Project Name: TriMet Transit Center EV Chargers**

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	TriMet/FTA
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Short Description:  
 Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

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

STIP Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center for electric vehicles (EV).

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit-Facilities	None	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
<b>Federal Funds</b>									
CMAQDEQ	Y400	2024	\$ 110,319						\$ 110,319.00
CMAQDEQ	Y400	2024		\$ 220,640					\$ 220,640
CMAQDEQ	Y400	2024					\$ 2,509,041		\$ 2,509,041
<b>Federal Totals:</b>			\$ 110,319	\$ 220,640	\$ -	\$ -	\$ 2,509,041	\$ -	\$ 2,840,000

Notes: Project was added to the 2021-24 MTIP but after lockdown occurred to the 2024-27 MTIP. The project is being re-added to the 2024-27 MTIP as a result.

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 12,627						\$ 12,627
Other	OTH0	2024	\$ 65,581						\$ 65,581
Local	Match	2024		\$ 25,253					\$ -
Other	OTH0	2024		\$ 131,162					\$ 131,162
Local	Match	2024					\$ 287,171		\$ 287,171
Other	OTH0	2024					\$ 993,206		\$ 993,206
<b>Local Totals:</b>			\$ 78,208	\$ 156,415	\$ -	\$ -	\$ 1,280,377	\$ -	\$ 1,489,747

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Estimated Project Cost									\$ 4,355,000
Total Cost in Year of Expenditure:									\$ 4,355,000

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:	\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 12,627	\$ 25,253	\$ -	\$ -	\$ 287,171	\$ -	\$ 325,051
Amended Phase Matching Percent:	10.27%	10.27%	N/A	N/A	10.27%	N/A	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 110,319	\$ 220,640	\$ -	\$ -	\$ 2,509,041	\$ -	\$ 2,840,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 78,208	\$ 156,415	\$ -	\$ -	\$ 1,280,377	\$ -	\$ 1,515,000
Total	\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	58.52%	58.52%	0.00%	0.00%	66.21%	0.00%	65.21%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	41.48%	41.48%	0.00%	0.00%	33.79%	0.00%	34.79%
Total	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	2.53%	5.07%	0.00%	0.00%	57.61%	0.00%	65.21%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	1.80%	3.59%	0.00%	0.00%	29.40%	0.00%	34.79%
Total	4.33%	8.66%	0.00%	0.00%	87.01%	0.00%	100.00%

Project Phase Obligation History								
Item	Planning	PE	ROW	UR	Cons	Other	Federal	
Total Funds Obligated	N/A	N/A			N/A		Aid ID	
Federal Funds Obligated:								
EA Number:							FHWA or FTA	
Initial Obligation Date:							Flex to FTA	
EA End Date:							FMIS or TrAMS	
Known Expenditures:							TrAMS	
Are federal funds being flex transferred to FTA?		<b>Yes</b>	If yes, expected FTA conversion code:			<b>5307</b>		

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>CMAQ allocation to the Oregon DEQ</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding remains as initially programmed in the 2021-24 MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. No changes to the funding.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT allocation approval was originally required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Beaverton Transit Center	4050 SW Lombard Ave Beaverton, Oregon 97005		SW Lombard Ave	SW Lombard Ave	

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	1	Project Status	T22	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						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes State 41 Equity Focus Areas POC = Yes Limited English = Yes Low Income= Yes
	X	X		X			
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt.</b>
Exemption Reference:	<b>Table 2, 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).</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. A special air quality emission reduction analysis was completed as part of the CMAQ eligibility review and final award determination.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not applicable</b>
RTP Constrained Project ID and Name:	<b>ID # 12081 - Bus: Electrification of Bus Fleet: Phase 1</b>
RTP Project Description:	<b>Electrifying the bus fleet.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	N/A
Yes	Transit	Frequent Bus
No	Freight	N/A
Yes	Bicycle	Bicycle transit facility
Yes	Pedestrian	Pedestrian Parkway

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

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>Not applicable</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Not applicable</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goal: <b>Goal #7 Healthy People, Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million in total cost.</b>

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>October 4 2023, to November 2, 2023</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>No</b>
7. Added notes:

### 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.
CMAQDEQ	Federal CMAQ allocation from ODOT to the Oregon DEQ to be applied to CMAQ eligible projects.
Other	Local funds beyond the minimum match committed to the project. Also referred to a "local overmatch funds".



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**ODOT Key: 23463 | MTIP ID: 71395**

TriMet Transit Center EV Chargers - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Planning</b>	<b>2024</b>		<b>\$110,319</b>	<b>\$12,627</b>	<b>\$65,581</b>	<b>\$188,527</b>	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$110,319	\$12,627	\$65,581	\$188,527	
<b>Preliminary engineering</b>	<b>2024</b>		<b>\$220,640</b>	<b>\$25,253</b>	<b>\$131,162</b>	<b>\$377,055</b>	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$220,640	\$25,253	\$131,162	\$377,055	
<b>Construction</b>	<b>2024</b>		<b>\$2,509,041</b>	<b>\$287,171</b>	<b>\$993,206</b>	<b>\$3,789,418</b>	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$2,509,041	\$287,171	\$993,206	\$3,789,418	
<b>Totals &gt;&gt;</b>			<b>\$2,840,000</b>	<b>\$325,051</b>	<b>\$1,189,949</b>	<b>\$4,355,000</b>	

Project Location Map

