Exhibit A
December FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: DC25-03-DEC

The December Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains eleven projects. This amendment adds nine new projects and amends two existing projects by adding funding to the projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the eleven projects includes the following:

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**

- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**

  - **Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued (Metro):** The MTIP formal amendment adds the remaining Metro approved $5 million of Carbon funds to the project's phase to continue transit related project development activities.

  - **Key 23807 (New Project) - Targeted Safe Routes to School Interventions in Portland Area (Metro):** The MTIP formal amendment adds the "Safe Street For All" (SS4A) discretionary awarded planning project to the MTIP. The project contains a $1,110,000 FHWA SS4A FFY 2024, Round 3 Planning and Demonstration grant award. Metro is delivering this project as a direct recipient working directly with FHWA to compete delivery requirements. The award will be used to develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

  - **Key 23751 - Safety Assessment of Harrison Street Corridor (Milwaukie):** The formal amendment is a second new SS4A planning grant ward of $320,000 being added to the MTIP. The project will Identify crash hotspots and contributing factors within the Harrison Street corridor, plus evaluate countermeasures along the corridor to mitigate crashes, promote safety.

  - **Key 23790 - Oregon Transportation Network - TriMet FFY26 (ODOT):** This is another federal funding award of $3,674,037 from the OODT Public Transportation Division (PTD) to TriMet for FFY 2026 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23800 – Oregon Transportation Network - TriMet FFY 27 (ODOT):** The formal amendment adds the ODOT PTD federal funding award of $3,674,037for TriMet for FFY 2027 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT):** The formal amendment corrects the total federal award to TriMet. The project was originally submitted as part of the October MTIP formal amendment bundle. However, after Metro Council had already approved the bundle, OODT discovered a mistake in the federal fund allocation. Through this formal amendment, the federal fund award is being corrected to reflect a total award of $3,674,037 for FFY 2025.

- **Key 23815 - I-5: Truck Charging and Fueling Stations (ODOT):** The formal amendment adds the new Charging and Fueling Infrastructure (CFI) 3-state (Caltrans, ODOT, and WSDOT) award. The 3-state total grant award is $102.3 million dollars. ODOT's Oregon share is $21,092,144. The CFI grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington.

- **Key 23759 - Washington Street: Metro South - Abernethy Rd (Oregon City):** The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) total $4 million dollar award for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.

- **Key 23813 - 82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland):** The formal amendment adds the new Safe Streets For All FFY 2024 Implementation category award totally $9,600,000 for Portland to complete various project development actions in the 82nd Ave corridor.

- **Key 23811 - Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet**): The formal amendment adds the new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant totaling $2,360,000 for TriMet to deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions.

- **Key 23787 - Tualatin and Neighbors Charging Up (TANC-UP) (Tualatin):** The formal amendment adds the new CFI discretionary award grant of $15 million to support Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 November Formal MTIP Amendment bundle of projects. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review compliance areas.

2024-2027 Metropolitan Transportation Improvement Program **Exhibit A to Resolution 25-5448** **December FFY 2025 Regular Formal Amendment Bundle Contents** **Amendment Type: Formal/Full** **Amendment #: DC25-03-DEC** **Total Number of Projects: 11**				
Key Number & MTIP ID	**Lead Agency**	**Project Name**	**Project Description**	**Amendment Action**
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				
Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # **23623** MTIP ID 71430	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	The funding supports the completion of corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment	**ADD FUNDING:** The formal MTIP amendment adds the remaining Metro authorized $5 million of Carbon funds to complete project development activities.
(#2) ODOT Key # **23807** MTIP ID TBD *New Project*	Metro	**Targeted Safe Routes to School Interventions in Portland Area (Metro)**	Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.	**ADD NEW PROJECT:** The formal amendment adds the new Safe Streets For All Planning category grant to the MTIP to support safe routes to schools future upgrades.
(#3) ODOT Key # **23751** MTIP ID TBD *New Project*	ODOT	**Safety Assessment of Harrison Street Corridor**	The planning study will Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes.	**ADD NEW PROJECT:** The formal amendment adds the new SS4A $320,000 grant award to the MTIP. Milwaukie will complete the project under direct recipient delivery rules.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(4) ODOT Key # **23790** MTIP ID TBD *New Project*	ODOT Public Transportation Division	**Oregon Transportation Network - TriMet FFY26**	Transit funding for TriMet in FFY 2026 supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	**ADD NEW PROJECT:** The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2026 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#5) ODOT Key # **23800** MTIP ID TBD *New Project*	ODOT Public Transportation Division	**Oregon Transportation Network - TriMet FFY27**	Transit funding for TriMet in FFY 2027 supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	**ADD NEW PROJECT:** The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2027 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#6) ODOT Key # **23727** MTIP ID TBD	ODOT Public Transportation Division	**Oregon Transportation Network - TriMet FFY25**	TriMet funding for FFY 2025 supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	**ADD FUNDING:** The project was originally added to the MTIP as part of the October formal amendment. Subsequent to Council approval for the amendment bundle, ODOT discovered an allocation mistake which is being corrected now. The correct FFY 2025 federal funding allocation is $3,674,037.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # **23815** MTIP ID TBD *New Project*	ODOT, Caltrans and WSDOT	**I-5: Truck Charging and Fueling Stations**	The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California's Department of Transportation (Caltrans), and totals $102.3 million supporting a three-state project area focus. The name of the CFI grant award is the "West Coast Truck Charging and Fueling Corridor Project".	**ADD NEW PROJECT:** The formal amendment adds the new CFI award. The ODOT grant share is $21,092,144. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
(#8) ODOT Key # **23759** MTIP ID TBD *New Project*	Oregon City	**Washington Street: Metro South - Abernethy Rd**	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.	**ADD NEW PROJECT:** The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals $4 million dollars.
(#9) ODOT Key # **23813** MTIP ID TBD *New Project*	Portland	**82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)**	Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.	**ADD NEW PROJECT:** The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of $9,600,000 to the MTIP.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#10) ODOT Key # **23811** MTIP ID TBD *New Project*	TriMet	**Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)**	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	**ADD NEW PROJECT:** The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # **23787** MTIP ID TBD *New Project*	Tualatin	**Tualatin and Neighbors Charging Up (TANC-UP)**	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.	**ADD NEW PROJECT:** The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of $15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Proposed Amendment Review and Approval Steps	
Date	Action
November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing	
Tuesday, December 3, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, December 6, 2024	December 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, December 19, 2024	December 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Friday, January 3, 2025	End the 30-day public comment period.
Thursday, January 9, 2025	Metro Council meeting. Request final Metro approval for the December FFY 2025 MTIP Formal Amendment bundle under amendment DC25-03-DEC. (Proposed to be a Consent Calendar item.)
Wednesday, January 15, 2025	Submit final Metro approved FFY 2025 December Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late February, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
Add $5 million awarded Carbon funds to the project

Project #1

Project Details Summary							
ODOT Key #	**23623**	RFFA ID:	N/A	RTP ID:	11664	RTP Approval Date:	11/30/2023
MTIP ID:	**71430**	CDS ID:	N/A	Bridge #:	N/A	**FTA Flex & Conversion Code**	**Yes, 5307**
MTIP Amendment ID:		**DC25-03-DEC**		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds the remaining authorized $5 million of awarded Carbon funds to the project. The project was originally awarded a total of $6 million dollars split with $5 million Metro Approved Carbon funds and $1 million of STBG-U. $800k of STBG was reprogrammed and replaced by Carbon funds. The remaining authorized $5 million of Carbon funds are being added through this amendment. . CRP funds will contribute to Metro and partners advancing the project to final design and completing the NEPA phase of the project. This work includes pre-NEPA scoping, design work, addressing NEPA requirements, development of FTA rating materials, and other activities needed to achieve an FTA CIG Small Starts Grant Agreement. The scope of works has been defined to support required Preliminary Engineering phase requirements.

Project Name:	**Tualatin Valley Hwy Transit & Development Project - Continued**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

MTIP Detailed Description (Internal Metro use only):
A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

STIP Description:
OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning	Planning - Corridor/Area Planning		Planning
ODOT Work Type:	PLANNG, OP-Carbon		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
~~STBG-U~~	~~Y230~~	~~2025~~	~~$ 200,000~~						$ -
STBG-U	**Y230**	**2025**		**$ 200,000**					**$ 200,000**
~~Carbon~~	~~Y601~~	~~2025~~						~~$ 800,000~~	$ -
Carbon	**Y601**	**2025**		**$ 5,800,000**					**$ 5,800,000**
Federal Totals:			**$ -**	**$ 6,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,000,000**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
State Totals:			**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
~~Local~~	~~Match~~	~~2025~~	~~$ 22,891~~						$ -
Local	**Match**	**2025**		**$ 22,891**					**$ 22,891**
~~Local~~	~~Match~~	~~2025~~						~~$ 91,564~~	$ -
Local	**Match**	**2025**		**$ 663,836**					**$ 663,836**
Local Totals:			**$ -**	**$ 686,727**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 686,727**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ 222,891~~	~~$ -~~	$ -	$ -	$ -	~~$ 891,564~~	~~$ 1,114,455~~
Amended Programming Totals	$ -	**$ 6,686,727**	**$ -**	$ -	$ -	**$ -**	**$ 6,686,727**
						Total Estimated Project Cost	$ 6,686,727
						Total Cost in Year of Expenditure:	$ 6,686,727

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is $4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ (222,891)	$ 6,686,727	$ -	$ -	$ -	$ (891,564)	**$ 5,572,272**
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	**500.0%**
Amended Phase Matching Funds:	$ -	$ 686,727	$ -	$ -	$ -	$ -	**$ 686,727**
Amended Phase Matching Percent:	0.00%	10.27%	N/A	N/A	N/A	0.00%	**10.27%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ 6,000,000	$ -	$ -	$ -	$ -	$ 6,000,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ 686,727	$ -	$ -	$ -	$ -	$ 686,727
Total	$ -	$ 6,686,727	$ -	$ -	$ -	$ -	$ 6,686,727

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		**Yes**	**If yes, expected FTA conversion code:**			**5307**	

Fiscal Constraint Consistency Review
1. What is the source of funding? **Metro awarded Carbon funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. New Carbon funds are being added to the MTIP,.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the Metro Council June 15, 2023 Carbon awards item.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Metro Council Approval**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	OR8	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Arterial		Cross Street		Cross Street
	OR 8/Pacific Ave/19th Ave/		B Street (Forest Grove)		Beaverton Transit Center (Beaverton
	Tualatin Valley Highway				

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits $1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Planning and Technical Studies**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**11664 - Corridor Investment Areas Activities for 2023-2030**
RTP Project Description:	**The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.**

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

Goal #4 - Thriving Economy:

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region

Goal #5: Climate Action and Resiliency:

Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments could be submitted.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	The Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation carbon dioxide (CO2) emissions from on-road highway sources. Thee are 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

Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	$5,000,000
82nd Avenue Bus Rapid Transit	$5,000,000
Line 33 McLoughlin Transit Signal Priority	$4,000,000
Climate Smart Implementation Program	$1,800,000
Transportation System Management & Operations	$3,000,000
Subtotal:	$18,800,000

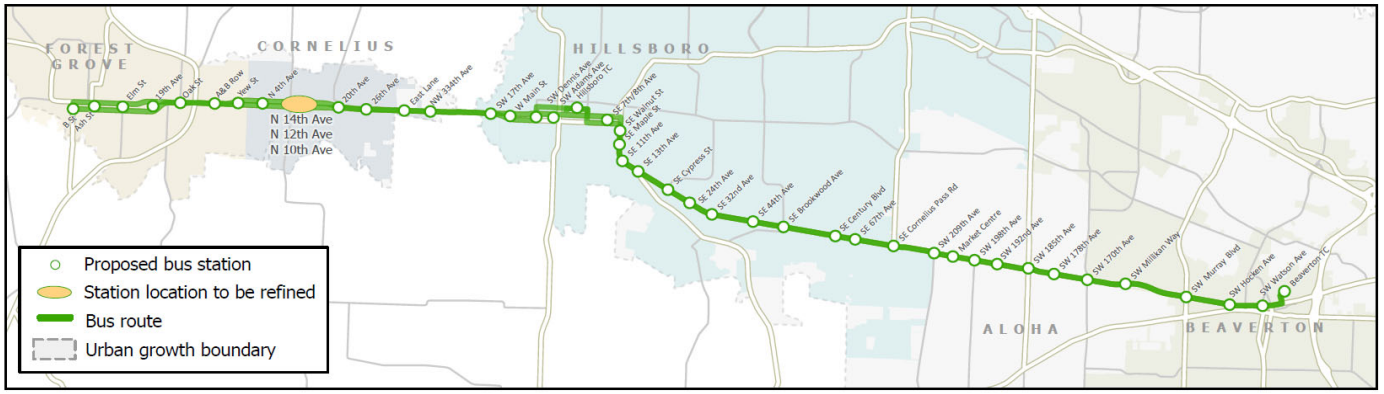
Description of Package Element Options

Tualatin Valley Highway Bus Rapid Transit (BRT): A $5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about $20 million needed to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Route
Functional Classification	Yes	OR8	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X	X	X	X	X	X	



Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add new SS4A planning award to the MTIP

Project #2

Project Details Summary							
ODOT Key #	**23807**	RFFA ID:	N/A	RTP ID:	12021	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:			

Summary of Amendment Changes Occurring:
The formal amendment adds the new SS4A 2024 Round 3 planning category award to the MTIP. The project will focus on developing SR2S strategies around the Roosevelt High School area. The SS4A planning grant is a $1,110,000 federal award from the Safe Streets For All Round 3 Planning category. The project will be delivered under direct recipient rules meaning Metro will work directly with FHWA to develop the project agreement, obligate and expend the funds, and delivery the approved scope elements.

Project Name:	**Targeted Safe Routes to School Interventions in Portland Area (Metro)**				
Lead Agency:	**Metro**	Applicant:	Metro	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

MTIP Detailed Description (Internal Metro use only):
SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning	Planning - Corridor Area Planning		Planning
ODOT Work Type:	PLANNG		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A24	OTH0	2025	$ 1,110,000						$ 1,110,000
									$ -
		Federal Totals:	$ 1,110,000		$ -	$ -		$ -	$ 1,110,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025	$ 277,500						$ 277,500
									$ -
		Local Totals:	$ 277,500	$ -	$ -	$ -		$ -	$ 277,500

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	$ -	$ -	$ -	$ -	$ -	~~$ -~~
Amended Programming Totals	$ 1,387,500	$ -	$ -	$ -	$ -	$ -	$ 1,387,500
						Total Estimated Project Cost	$ 1,387,500
						Total Cost in Year of Expenditure:	$ 1,387,500

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is $4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 1,387,500	$ -	$ -	$ -	$ -	$ -	**$ 1,387,500**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 277,500	$ -	$ -	$ -		$ -	**$ 277,500**
Amended Phase Matching Percent:	20.00%	N/A	N/A	0.00%	N/A	0.00%	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 1,110,000		$ -	$ -		$ -	$ 1,110,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 277,500	$ -	$ -	$ -		$ -	$ 277,500
Total	$ 1,387,500	$ -	$ -	$ -	$ -	$ -	$ 1,387,500

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? **FFY 2024 Round 3 Safe Streets For All (SS4A) discretionary grant**
2. Does the amendment include changes or updates to the project funding? **Yes. New SS4A awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the November SS4A Round 3 awards notification.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **USDOT/SS4A approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Planning and Technical Studies**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**ID 12021: Regional Safe Routes to School Program Activities for 2023-2030**
RTP Project Description:	**Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.**

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **An administrative modification to the UPWP is assumed yes.**
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 Goals: **Goal #2 - Safer System:** Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. **Goal #3 - Equitable Transportation:** Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A24	Fund type code used to identify the federal funds designated to be used for the SS4A awards.

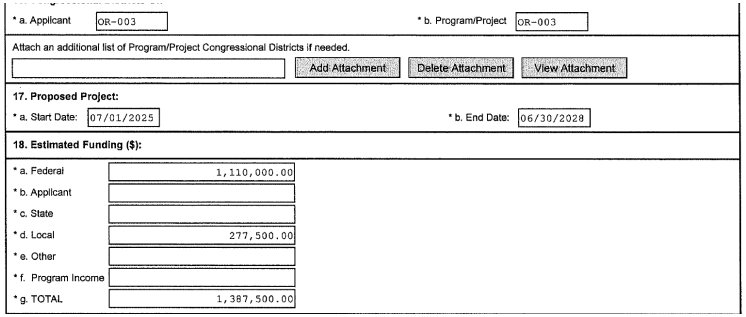
S|S
4|A

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

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

Oregon

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	$320,000


* a. Applicant OR-003 * b. Program/Project OR-003

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 07/01/2025 * b. End Date: 06/30/2028

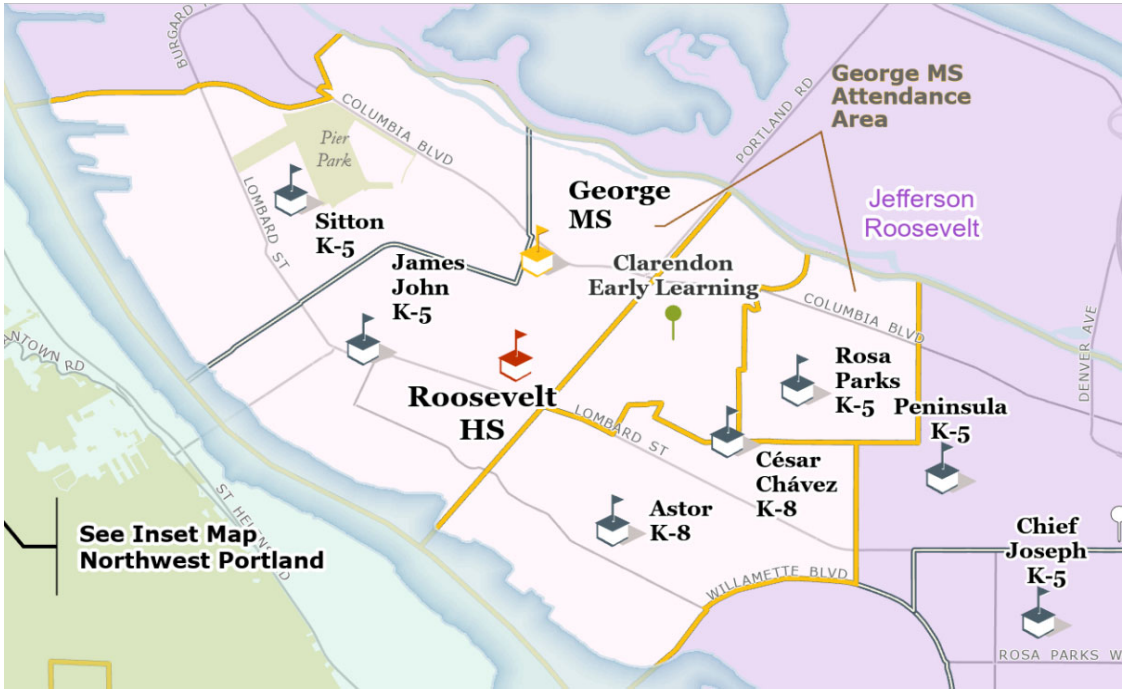
18. Estimated Funding ($):

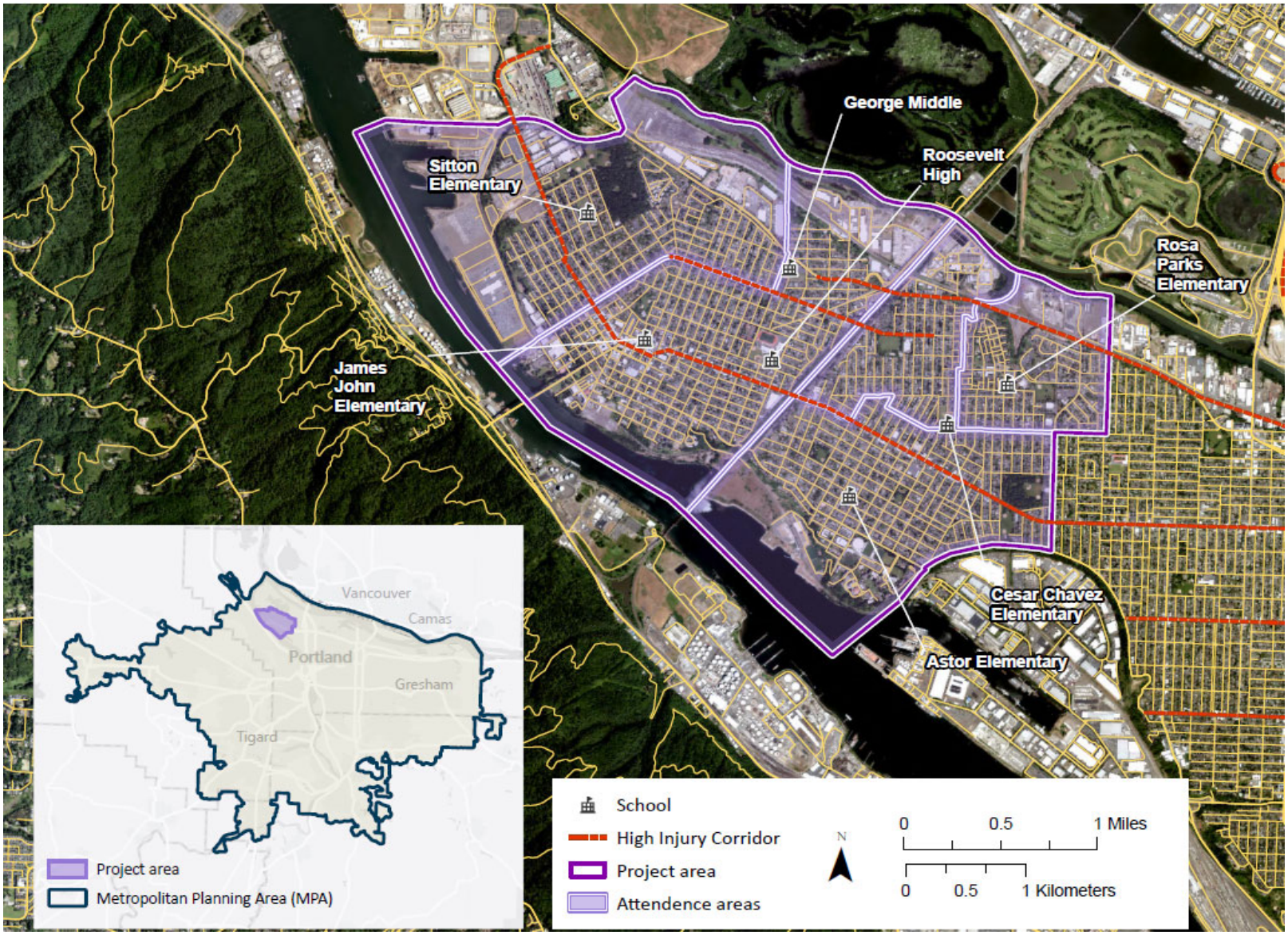
* a. Federal	1,110,000.00
* b. Applicant	
* c. State	
* d. Local	277,500.00
* e. Other	
* f. Program Income	
* g. TOTAL	1,387,500.00

Modeling Network , NHS, and Performance Measure Designations

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

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X		X		
Added notes: "Yes" across multiple EFAs								




George Middle
Roosevelt High
Sitton Elementary
Rosa Parks Elementary
James John Elementary
Cesar Chavez Elementary
Astor Elementary
Vancouver
Camas
Portland
Gresham
Tigard
Project area
Metropolitan Planning Area (MPA)
School
High Injury Corridor
Project area
Attendence areas
N
0
0.5
1 Miles
0
0.5
1 Kilometers

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the new SS4A Planning project to the MTIP

Project #3

Project Details Summary							
ODOT Key #	**23751**	RFFA ID:	N/A	RTP ID:	11537, 11540, 11542	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		24-27-1888	

Summary of Amendment Changes Occurring:
The formal amendment adds the new SS4A Planning category awarded project to the MTIP.

Project Name:	**Safety Assessment of Harrison Street Corridor**				
Lead Agency:	**Milwaukie**	Applicant:	Milwaukie	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

MTIP Detailed Description (Internal Metro use only):
In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

STIP Description:
This award will be used by Milwaukie to identify crash hotspots and contributing factors within the Harrison Street corridor. The study will evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Planning	Corridor/Area Planning		Planning
ODOT Work Type:	PLANNG		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A24	OTH0	2025	$ 320,000						$ 320,000
									$ -
		Federal Totals:	$ 320,000	$ -	$ -	$ -	$ -	$ -	$ 320,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025	$ 80,000						$ 80,000
									$ -
		Local Totals:	$ 80,000	$ -	$ -	$ -		$ -	$ 80,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	$ -	$ -	$ -	$ -	$ -	~~$ -~~
Amended Programming Totals	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
						Total Estimated Project Cost	$ 400,000
						Total Cost in Year of Expenditure:	$ 400,000

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:	$ 400,000	$ -	$ -	$ -	$ -	$ -	**$ 400,000**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 80,000	$ -	$ -	$ -	$ -	$ -	**$ 80,000**
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	0.00%	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 320,000	$ -	$ -	$ -	$ -	$ -	$ 320,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 80,000	$ -	$ -	$ -		$ -	$ 80,000
Total	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.00%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.00%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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

Fiscal Constraint Consistency Review
1. What is the source of funding? **Federal Safe Streets for All (SS4A) planning category discretionary funding.**
2. Does the amendment include changes or updates to the project funding? **Yes, new SS4A awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the SS4A awards notification list.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **USDOT SS4A grant office approval was required,**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	SE Harrison St		OR99E (SE McLoughlin Blvd)		SE 43rd Ave

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Safety - Projects that correct, improve, or eliminate a hazardous location or feature.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
Potentially Impacted RTP Constrained Project IDs and Names:	**The planning project relates back to three 2023 RTP constrained projects:** **ID 11537: Group 4--Pedestrian Improvements at Hwy 224** **ID 11540: Group 8--Street Connectivity & Intersection Improvement Projects** **ID 11542: Harrison St Capacity Improvements**
RTP Project Description:	**11537: Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches.** **11540: Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function.** **Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.** **11542: Widen to standard three lane cross section.**

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. An administrative amendment will occur to add the project as an externally led project**
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)? **Non-Metro funded, externally led regionally significant planning project.**

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safe System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A24	Federal Safe Streets For All Planning category awarded discretionary funds that support efforts to prevent roadway deaths and serious injuries

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	100.00%	400,000.00	80.00%	320,000.00	0.00%	0.00	20.00%	80,000.00
	PL Totals		**100.00%**	**400,000.00**		**320,000.00**		**0.00**		**80,000.00**
	Grand Totals			**400,000.00**		**320,000.00**		**0.00**		**80,000.00**

Safe Streets and Roads for All

FY24 Planning and Demonstration Awards by State

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

Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	$320,308
Oregon Total				**$1,580,308**

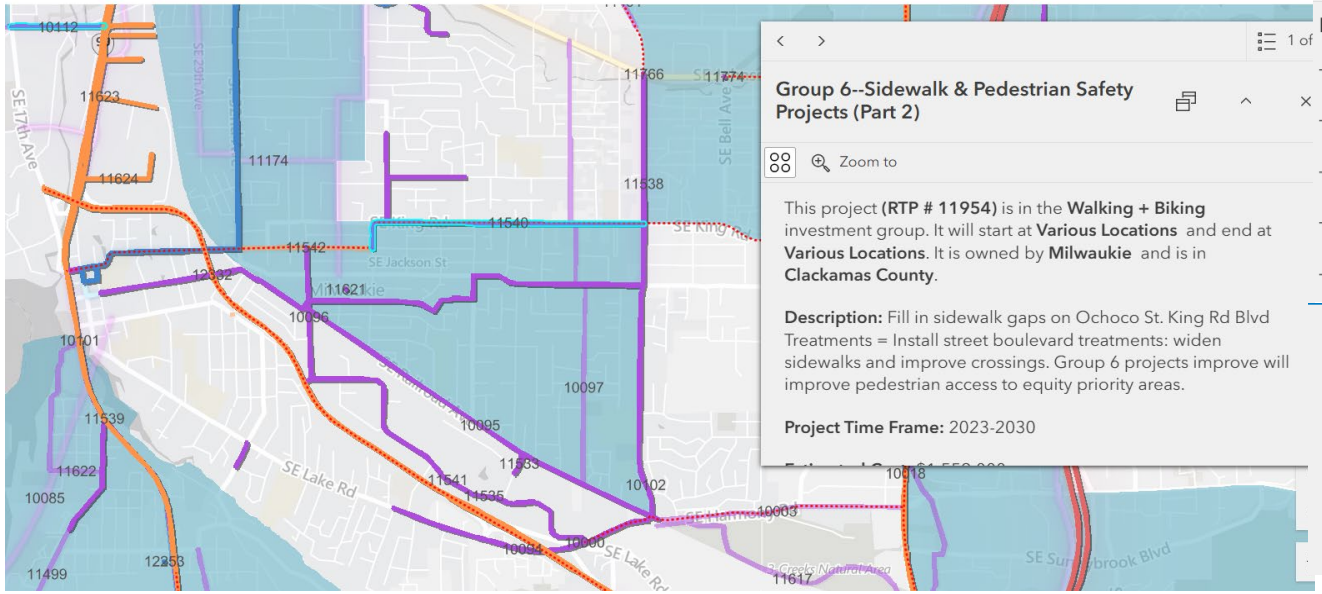
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Harrison Street	No designation
Functional Classification	Yes	Harrison Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Harrison Street	Urban Minor Arterial

RTP Consistency and Performance Measure References:
As a planning project, performance measurements are not applicable. However, the Harrison St Safety Assessment Study may have impacts upon future RTP corridor street improvements projects

RTP ID	RTP Project Name	Applicable Scoping Element
11537	Group 4--Pedestrian Improvements at Hwy 224	Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 **(Harrison St**, Monroe St, Oak St, 37th Ave, Freeman Way).
11540	Group 8--Street Connectivity & Intersection Improvement Projects	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.
11542	Harrison St Capacity Improvements	Widen to standard three lane cross section.

Transportation Plan ~ Adopted Investment Priorities for 2023-2045



RTP ID 11540

Estimated Cost: $1,559,000

This project ***is*** located in an **equity focus area**.

This project ***is*** an **equity priority project**.

This project ***will*** **reduce greenhouse gas emissions**.

This project ***does*** have identified **safety benefits**.

This project ***is*** located in a **high injury corridor**.

This project ***is not*** located on the **regional emergency transportation/state seismic lifeline route**.

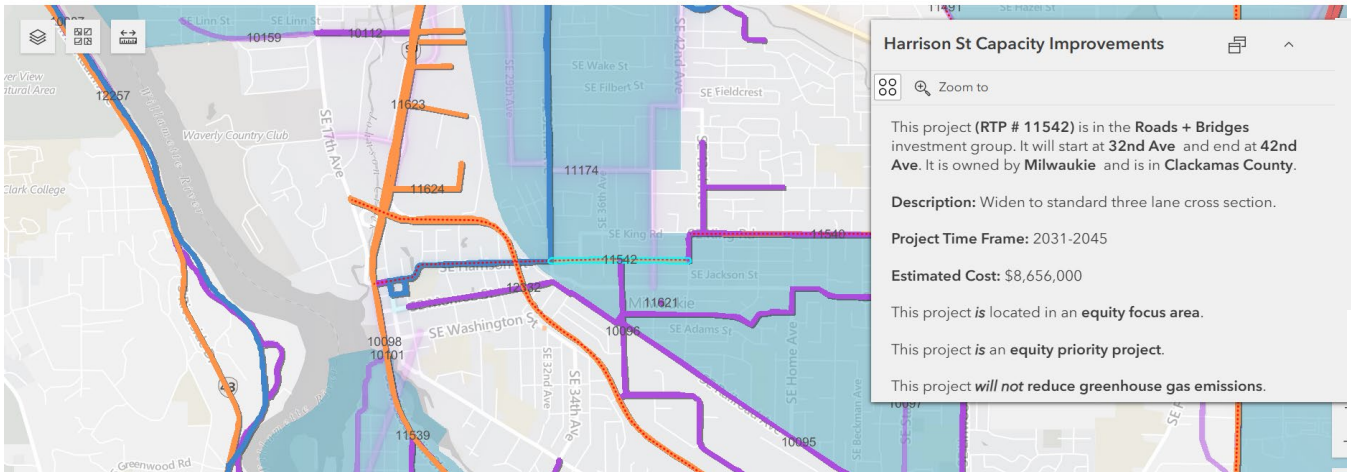
This project ***is*** located in a **current job center**.

This project ***is*** located in a **planned job center.**

This project ***does*** include **multimodal (non-motor vehicle) design elements**.

This project ***does*** **address a multimodal gap** in the transportation system.

2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



RTP ID 11542

This project ***does not*** have identified **safety benefits**.

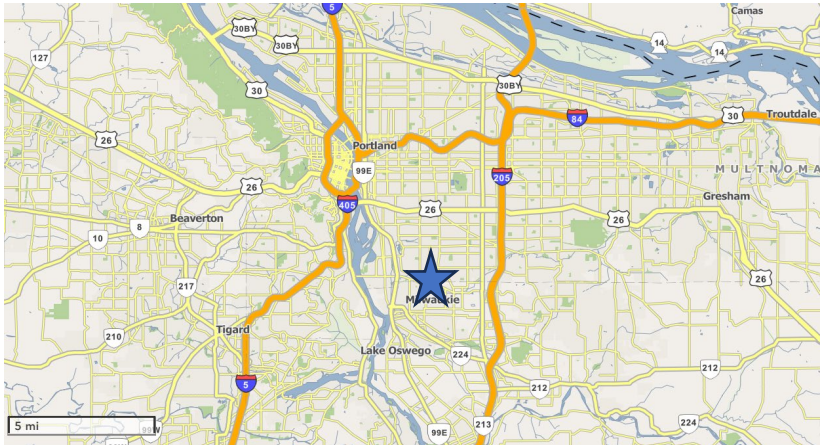
This project ***is*** located in a **high injury corridor**.

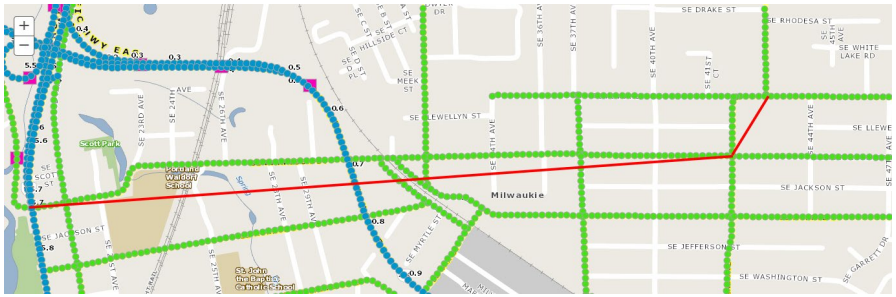
This project ***is not*** located on the **regional emergency transportation/state seismic lifeline route**.

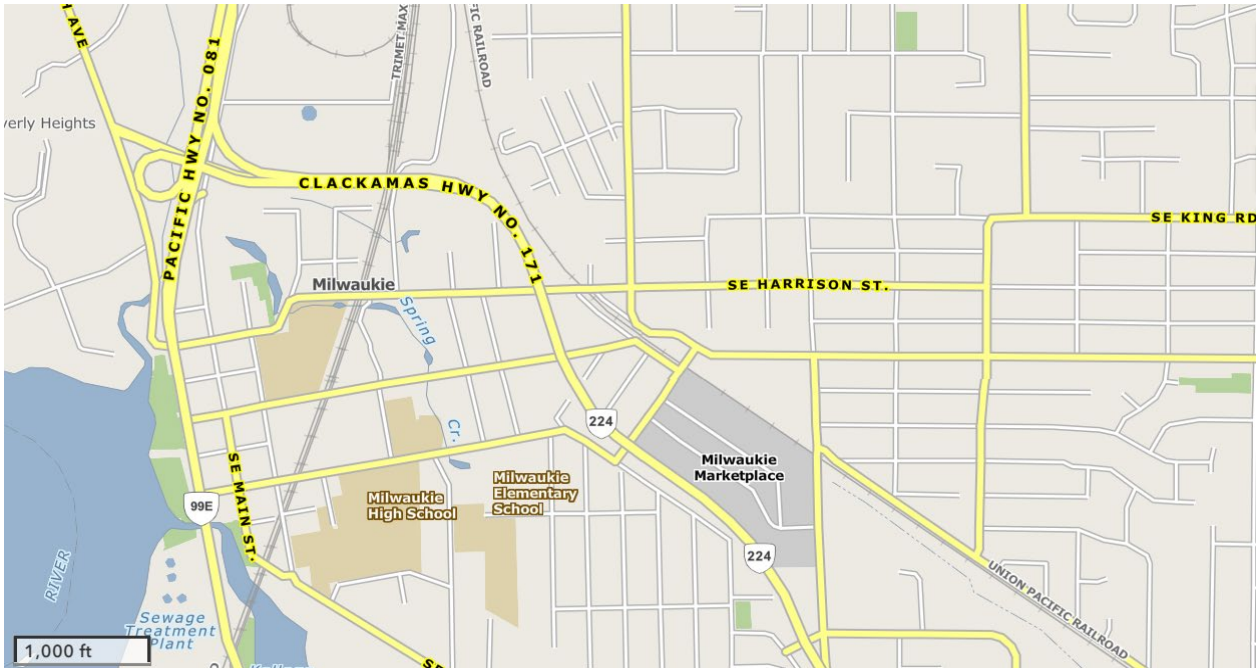
This project ***is*** located in a **current job center**.

This project ***is not*** located in a **planned job center.**

This project ***does*** include **multimodal (non-motor vehicle) design elements**.


Camas
Troutdale
Portland
MULTNOMAH
Gresham
Beaverton
Milwaukie
Tigard
Lake Oswego
5 mi


Milwaukie


PACIFIC HWY NO. 081
CLACKAMAS HWY NO. 171
SE KING RD
SE HARRISON ST.
Milwaukie
Spring
Cr.
224
Milwaukie Marketplace
Milwaukie High School
Milwaukie Elementary School
99E
SE MAIN ST.
RIVER
Sewage Treatment Plant
UNION PACIFIC RAILROAD
1,000 ft

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add new ODOT PTD 5310 project for TriMet in 2026

Project #4

Project Details Summary							
ODOT Key #	**23790**	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	**FTA Flex & Conversion Code**	**Yes, 5310**
MTIP Amendment ID:		**DC25-03-DEC**		STIP Amendment ID:		24-27-2082	

Summary of Amendment Changes Occurring:
The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs in FFY 2026. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	**Oregon Transportation Network - TriMet FFY26**				
Lead Agency:	**ODOT PTD**	Applicant:	ODOT	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):
Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:
Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Transit	Transit - Capital	Capital Vehicles Operations	Capital Improvement
	Transit - Vehicles	Vehicle Replacement	
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	**Y240**	**2026**						**$ 3,674,037**	**$ 3,674,037**
									$ -
		Federal Totals:	**$ -**		**$ -**	**$ -**		**$ 3,674,037**	**$ 3,674,037**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	**Match**	**2026**						**$ 420,510**	**$ 420,510**
									$ -
		Local Totals:	**$ -**	**$ -**	**$ -**	**$ -**		**$ 420,510**	**$ 420,510**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	$ -	$ -	$ -	$ -	~~$ -~~	~~$ -~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	**$ 4,094,547**	**$ 4,094,547**
						Total Estimated Project Cost	$ 4,094,547
						Total Cost in Year of Expenditure:	$ 4,094,547

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:	$ -	$ -	$ -	$ -	$ -	$ 4,094,547	**$ 4,094,547**
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -	$ -	$ 420,510	**$ 420,510**
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N.A	10.27%	**10.27%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ -	$ -	$ -	$ -	$ 3,674,037	$ 3,674,037
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -	$ -	$ 420,510	$ 420,510
Total	$ -	$ -	$ -	$ -	$ -	$ 4,094,547	$ 4,094,547

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex Transfer
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		**YES**	**If yes, expected FTA conversion code:**			**5310**	

Fiscal Constraint Consistency Review
1. What is the source of funding? **ODOT Public Transportation Division awarded funding.**
2. Does the amendment include changes or updates to the project funding? **Yes. New ODOT PTD awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via Region 1 STIP Coordinator confirmation.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT PTD approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal # 1 -Mobility Options:** Objective 1.3: Increase household and job access to current and planned frequent transit service.. **Goal #3 - Equitable Transportation:** Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. **Goal #5 - Climate Action and Resilience:** Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

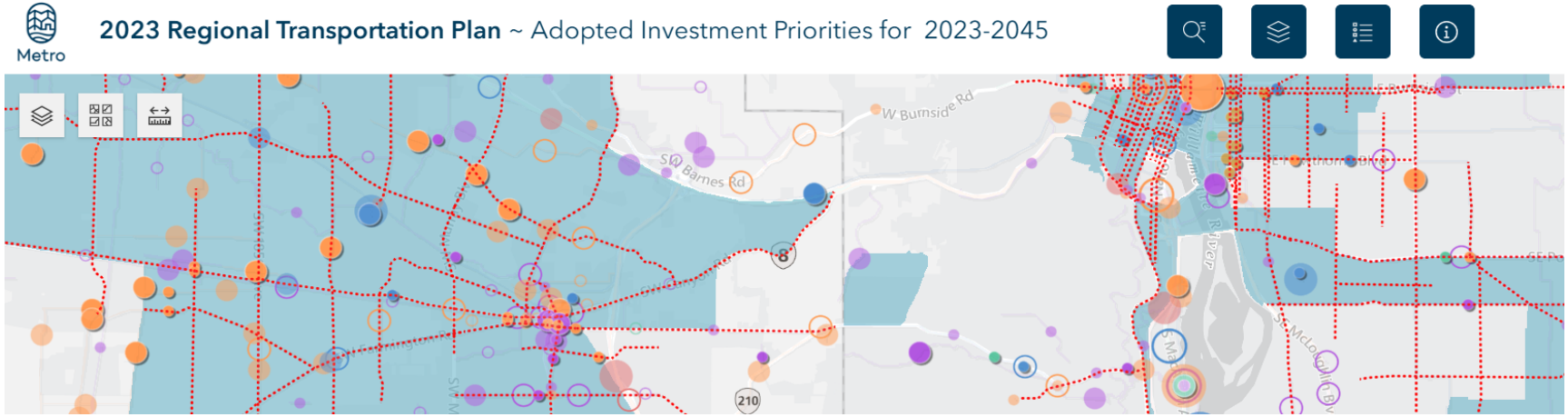
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		**100.00%**	**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**
	Grand Totals			**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X		X	X			
Added notes:								

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add new ODOT PTD 5310 focused project in FFY 2027 for TriMet

Project #5

Project Details Summary							
ODOT Key #	**23800**	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	**FTA Flex & Conversion Code**	**Yes, 5310**
MTIP Amendment ID:		**DC25-03-DEC**		STIP Amendment ID:		24-27-2097	

Summary of Amendment Changes Occurring:
The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	**Oregon Transportation Network - TriMet FFY27**				
Lead Agency:	**ODOT PTD**	Applicant:	ODOT	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):
Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:
Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Transit	Transit - Capital	Capital Vehicles Operations	Capital Improvement
	Transit - Vehicles	Vehicle Replacement	
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	**Y240**	**2027**						**$ 3,674,037**	**$ 3,674,037**
									$ -
		Federal Totals:	**$ -**		**$ -**	**$ -**		**$ 3,674,037**	**$ 3,674,037**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	**Match**	**2027**						**$ 420,510**	**$ 420,510**
									$ -
		Local Totals:	**$ -**	**$ -**	**$ -**	**$ -**		**$ 420,510**	**$ 420,510**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	$ -	$ -	$ -	$ -	~~$ -~~	~~$ -~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	**$ 4,094,547**	**$ 4,094,547**
						Total Estimated Project Cost	$ 4,094,547
						Total Cost in Year of Expenditure:	$ 4,094,547

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:	$ -	$ -	$ -	$ -	$ -	$ 4,094,547	**$ 4,094,547**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -	$ -	$ 420,510	**$ 420,510**
Amended Phase Matching Percent:	N/A	#DIV/0!	#DIV/0!	0.00%	0.00%	10.27%	**10.27%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ -	$ -	$ -	$ -	$ 3,674,037	$ 3,674,037
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -	$ -	$ 420,510	$ 420,510
Total	$ -	$ -	$ -	$ -	$ -	$ 4,094,547	$ 4,094,547

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		**YES**	**If yes, expected FTA conversion code:**			**5310**	

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT Public Transportation Division awarded funding.
2. Does the amendment include changes or updates to the project funding? **Yes. New ODOT PTD awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via Region 1 STIP Coordinator confirmation.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT PTD approval.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal # 1 -Mobility Options:** Objective 1.3: Increase household and job access to current and planned frequent transit service.. **Goal #3 - Equitable Transportation:** Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. **Goal #5 - Climate Action and Resilience:** Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

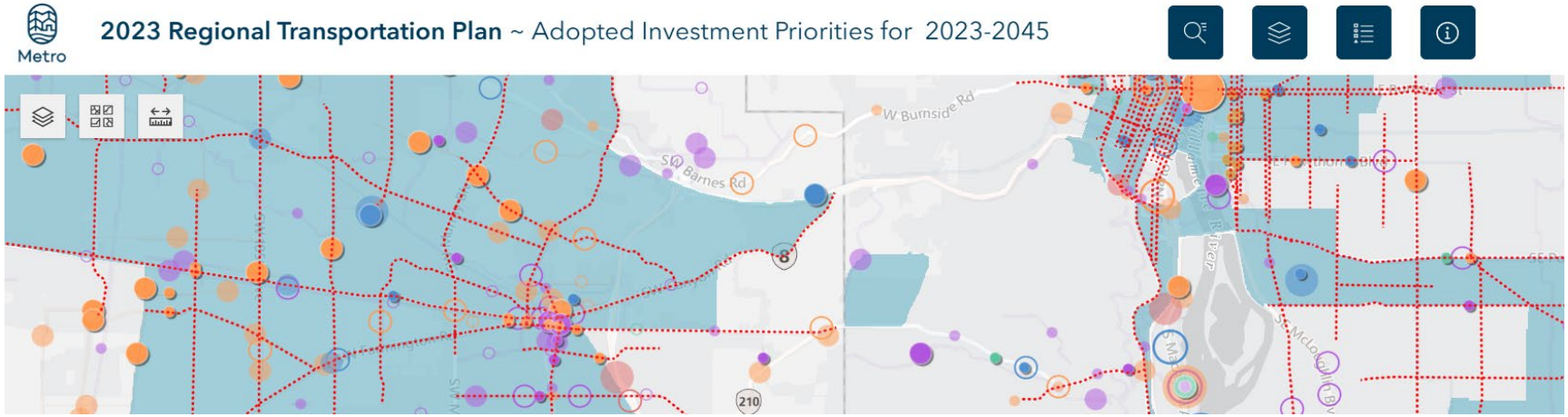
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		**100.00%**	**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**
	Grand Totals			**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X	X		X	X			
Added notes:								

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
Correct initial programming mistake by adding funds

Project #6

Project Details Summary							
ODOT Key #	**23727**	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	**New TBD**	CDS ID:	N/A	Bridge #:	N/A	**FTA Flex & Conversion Code**	**Yes, 5310**
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		24-27-1494	

Summary of Amendment Changes Occurring:
In the October FFY 2025MTIP Formal Amendment bundle, Key 23727 was added based on an awarded STBG amount of $1,700,000. The initial programming provided funding supporting 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Upon further review of the funding ODOT PTD discovered they had inadvertently entered the wrong Stated STBG amount for the project. The actual authorized State STBG for the project is $3,674,037. As part of the December FFY 2025 MTIP formal amendment bundle, the funding correction is occurring.

Project Name:	**Oregon Transportation Network - TriMet FFY25**				
Lead Agency:	**ODOT (PTD)**	Applicant:	ODOT (PTD)	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Delivery as Direct Recipient:	**Yes**

Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.

Short Description
TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

MTIP Detailed Description (Internal Metro use only):
Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)

STIP Description:
Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Transit	Transit - Vehicles	Vehicles - Replacement	Capital Improvement
ODOT Work Type:	TRANST		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
~~State STBG~~	~~Y240~~	~~2025~~						~~$ 1,700,000~~	$ -
State STBG	**Y240**	**2025**						**$ 3,674,037**	**$ 3,674,037**
Federal Totals:			**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,674,037**	**$ 3,674,037**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
State Totals:			**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
~~Local~~	~~Match~~	~~2025~~						~~$ 194,572~~	$ -
Local	**March**	**2025**						**$ 420,510**	**$ 420,510**
Local Totals:			**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 420,510**	**$ 420,510**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	$ -	$ -	$ -	$ -	~~$ 1,894,572~~	~~$ 1,894,572~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	**$ 4,094,547**	**$ 4,094,547**
						Total Estimated Project Cost	$ 4,094,547
						Total Cost in Year of Expenditure:	$ 4,094,547

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:	$ -	$ -	$ -	$ -	$ -	$ 2,199,975	**$ 2,199,975**
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	116.1%	**116.1%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -	$ -	$ 420,510	**$ 420,510**
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	**10.27%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ -	$ -	$ -	$ -	$ 3,674,037	$ 3,674,037
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -	$ -	$ 420,510	$ 420,510
Total	$ -	$ -	$ -	$ -	$ -	$ 4,094,547	$ 4,094,547

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		**YES**		**If yes, expected FTA conversion code:**		**5310**	

Fiscal Constraint Consistency Review
1. What is the source of funding? **ODOT Public Transit Division.**
2. Does the amendment include changes or updates to the project funding? **Yes. The amendment corrects the authorized State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet**.
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, confirmation via an informal PTD allocation audit by Region 1.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT Public Transit Division approval and confirmation by the Region 1 STIP Coordinator and State STIP Coordinator.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	X				X			

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

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project re[resent a regional transit system upgrade at his time
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

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

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? **No**.
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? No. **Not Applicable.**
3a. If yes, is an amendment required to the UPWP? **No. Not Applicable**
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: **<u>Goal # 3 - Transportation Choices:</u>** Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		**100.00%**	**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**
	Grand Totals			**4,094,547.00**		**3,674,037.00**		**0.00**		**420,510.00**

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the new CFI awarded project for ODOT to the MTIP

Project #7

Project Details Summary							
ODOT Key #	**23815**	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		24-27-2148	

Summary of Amendment Changes Occurring:
The formal amendment adds the new Charging and Fueling Infrastructure (CFI) grant project to the MTIP. The grant is a 3-state award and was awarded to Caltrans with ODOT and WSDOT as partners. The totals CFI grant award is $102.3 million dollars. ODOT's federal portion is $21,133,653.The funding will support the efforts to deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. Note: Specific site locations have not yet been identified and finalized.

Project Name:	**I-5: Truck Charging and Fueling Stations**				
Lead Agency:	**ODOT**	Applicant:	ODOT	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Added Note: This project is part of a 3-state CFI award totaling $102 million. The award totals $102.3 million and is to Caltrans with ODOT and WSDOT also partnering in the grant award.

Short Description:
Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

MTIP Detailed Description (Internal Metro use only):
In Oregon along the I-5 corridor, deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.(

STIP Description:
Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Highway	Highway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	SPPROG		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-CFI24	ACP0	2025		$ 3,163,822					$ 3,163,822
AC-CFI24	ACP0	2026					$ 17,928,322		$ 17,928,322
12/19/2024 note: Per the udated draft grant agreement, the federal construction phase amount is updated to be $17,928,322 as noted above.									$ -
		Federal Totals:	$ -	$ 3,163,822	$ -	$ -	$ 17,928,322	$ -	$ 21,092,144
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025		$ 800,112					$ 800,112
Local	Match	2026					$ 4,533,968		$ 4,533,968
									$ -
		Local Totals:	$ -	$ 800,112	$ -	$ -	$ 4,533,968	$ -	$ 5,334,080

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	~~$ -~~	$ -	$ -	~~$ -~~	$ -	~~$ -~~
Amended Programming Totals	$ -	$ 3,963,934	$ -	$ -	$ 22,462,290	$ -	$ 26,426,224
						Total Estimated Project Cost	$ 26,426,224
						Total Cost in Year of Expenditure:	$ 26,426,224

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:	$ -	$ 3,963,934	$ -	$ -	$ 22,462,290	$ -	**$ 26,426,224**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ 800,112	$ -	$ -	$ 4,533,968	$ -	**$ 5,334,080**
Amended Phase Matching Percent:	N/A	20.18%	N/A	N/A	20.18%	0.00%	**20.18%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ 3,163,822	$ -	$ -	$ 17,928,322	$ -	$ 21,092,144
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ 800,112	$ -	$ -	$ 4,533,968	$ -	$ 5,334,080
Total	$ -	$ 3,963,934	$ -	$ -	$ 22,462,290	$ -	$ 26,426,224

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	79.82%	0.00%	0.0%	79.82%	0.0%	79.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.18%	0.00%	0.0%	20.18%	0.0%	20.18%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.0%	0.0%	0.0%	67.8%	0.0%	79.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.0%	0.0%	0.0%	17.2%	0.0%	20.18%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **FFY 2024 USDOT Charging and Fueling Infrastructure (CFI) funding award.**
2. Does the amendment include changes or updates to the project funding? **Yes. New CFI awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the CFI grant awards notification.**
4. What level did the funding award and approval require? **USDOT CFI program office approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

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

Added Notes: No specific locations have yet to be identified. The target limits are along I-5 in Oregon from border to border.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030**
RTP Project Description:	**Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.**

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? **Yes**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal #2 - Safer System:** Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. **Goal #3 - Equitable Transportation:** Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. **Goal #5 - Climate Action and Resilience:** Objective .1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CFI24	Advance Construction funds wit the expected conversion fund code to be from the USDOT Charging and Fueling Infrastructure program
Charging and Fueling Infrastructure reference	Funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

Key Number: **23815** 2024-2027 STIP

Project Name: **I-5: Truck Charging and Fueling Stations** (PENDING AMENDMENT

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACP0	ADVANCE CONSTRUCT PR	100.00%	3,963,933.59	79.81%	3,163,821.52	0.00%	0.00	20.19%	800,112.07
	PE Totals		**100.00%**	**3,963,933.59**		**3,163,821.52**		**0.00**		**800,112.07**
CN	ACP0	ADVANCE CONSTRUCT PR	100.00%	22,462,290.34	79.81%	17,928,321.96	0.00%	0.00	20.19%	4,533,968.38
	CN Totals		**100.00%**	**22,462,290.34**		**17,928,321.96**		**0.00**		**4,533,968.38**
	Grand Totals			**26,426,223.93**		**21,092,143.48**		**0.00**		**5,334,080.45**

Charging and Fueling Infrastructure Program Grant Recipients
Round 1B Grant Award Recipients

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description
CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	$102,389,046.00	EV Charging & Hydrogen	Corridor	The **California Department of Transportation** will receive $102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	I-5	Interstate
Functional Classification	Yes	I-5	1 = Interstate
Federal Aid Eligible Facility	Yes	I-5	Interstate

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X		X		X	X	

Added notes: PM target identification only.

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the FFY 2024 CDS award to the MTIP

Project #8

Project Details Summary							
ODOT Key #	**23759**	RFFA ID:	N/A	RTP ID:	10120	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	OR 226	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		24-27-1917	

Summary of Amendment Changes Occurring:
The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) award for Oregon City to the MTIP.

Project Name:	**Washington Street: Metro South - Abernethy Rd**				
Lead Agency:	**Oregon City**	Applicant:	Oregon City	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**Yes**

Short Description:
Modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area, plus installation of RRFB at a high volume pedestrian crossing area.

MTIP Detailed Description (Internal Metro use only):
In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high volume pedestrian crossing area (FFY 2024 CDS #226)

STIP Description:
Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at high volume pedestrian crossing area.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
	Roadway - Pedestrian	Sidewalks - New	
		Crossing Treatments	
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS24	**Y603**	**2025**		**$ 655,926**					**$ 655,926**
CDS24	**Y603**	**2026**			**$ 116,649**				**$ 116,649**
CDS24	**Y603**	**2027**					**$ 3,226,691**		**$ 3,226,691**
		Federal Totals:	**$ -**	**$ 655,926**	**$ 116,649**	**$ -**	**$ 3,226,691**	**$ -**	**$ 3,999,266**
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
		State Totals:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025		$ 75,074					$ 75,074
Local	Match	2026			$ 13,351				$ 13,351
Local	Match	2027					$ 369,309		$ -
		Local Totals:	**$ -**	**$ 75,074**	**$ 13,351**	**$ -**	**$ 369,309**	**$ -**	**$ 88,425**

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	~~$ -~~	~~$ -~~	$ -	~~$ -~~	$ -	~~$ -~~
Amended Programming Totals	$ -	**$ 731,000**	**$ 130,000**	$ -	**$ 3,596,000**	$ -	**$ 4,457,000**
						Total Estimated Project Cost	$ 4,457,000
						Total Cost in Year of Expenditure:	$ 4,457,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is $4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ -	$ 731,000	$ 130,000	$ -	$ 3,596,000	$ -	**$ 4,457,000**
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ 75,074	$ 13,351	$ -	$ 369,309	$ -	**$ 457,734**
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	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	$ -	$ 655,926	$ 116,649	$ -	$ 3,226,691	$ -	$ 3,999,266
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ 75,074	$ 13,351	$ -	$ 369,309	$ -	$ 457,734
Total	$ -	$ 731,000	$ 130,000	$ -	$ 3,596,000	$ -	$ 4,457,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.7%	2.6%	0.0%	72.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	0.3%	0.0%	8.3%	0.0%	10.27%
Total	0.0%	16.4%	2.9%	0.0%	80.7%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **FFY 2024 Congressionally Directed Spending (CDS) award (earmark)**
2. Does the amendment include changes or updates to the project funding? **Yes. New CDS awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the May 10, 2024 CDS awards guidance memo.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Congressional approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Washington Street		Abernethy Rd		Metro South Transfer Station intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Safety - Projects that correct, improve, or eliminate a hazardous location or feature.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**10120 - Washington Street Bike & Pedestrian Improvements (South)**
RTP Project Description:	**Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)**

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal # 1 -Mobility Options:** Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. **Goal #2 - Safer System:** Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.

Project Name: **Washington Street: Metro South - Abernethy Rd** (DRAFT AMENDMENT PR

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y603	FHWA Congressionally Directed Spending	100.00%	731,000.00	89.73%	655,926.30	0.00%	0.00	10.27%	75,073.70
	PE Totals		**100.00%**	**731,000.00**		**655,926.30**		**0.00**		**75,073.70**
RW	Y603	FHWA Congressionally Directed Spending	100.00%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	RW Totals		**100.00%**	**130,000.00**		**116,649.00**		**0.00**		**13,351.00**
CN	Y603	FHWA Congressionally Directed Spending	100.00%	3,596,000.00	89.73%	3,226,690.80	0.00%	0.00	10.27%	369,309.20
	CN Totals		**100.00%**	**3,596,000.00**		**3,226,690.80**		**0.00**		**369,309.20**
	Grand Totals			**4,457,000.00**		**3,999,266.10**		**0.00**		**457,733.90**

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205]

Date: May 10, 2024

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: 2024.05.10 09:38:49 -04'00'

To: Brian R. Bezio
Chief Financial Officer

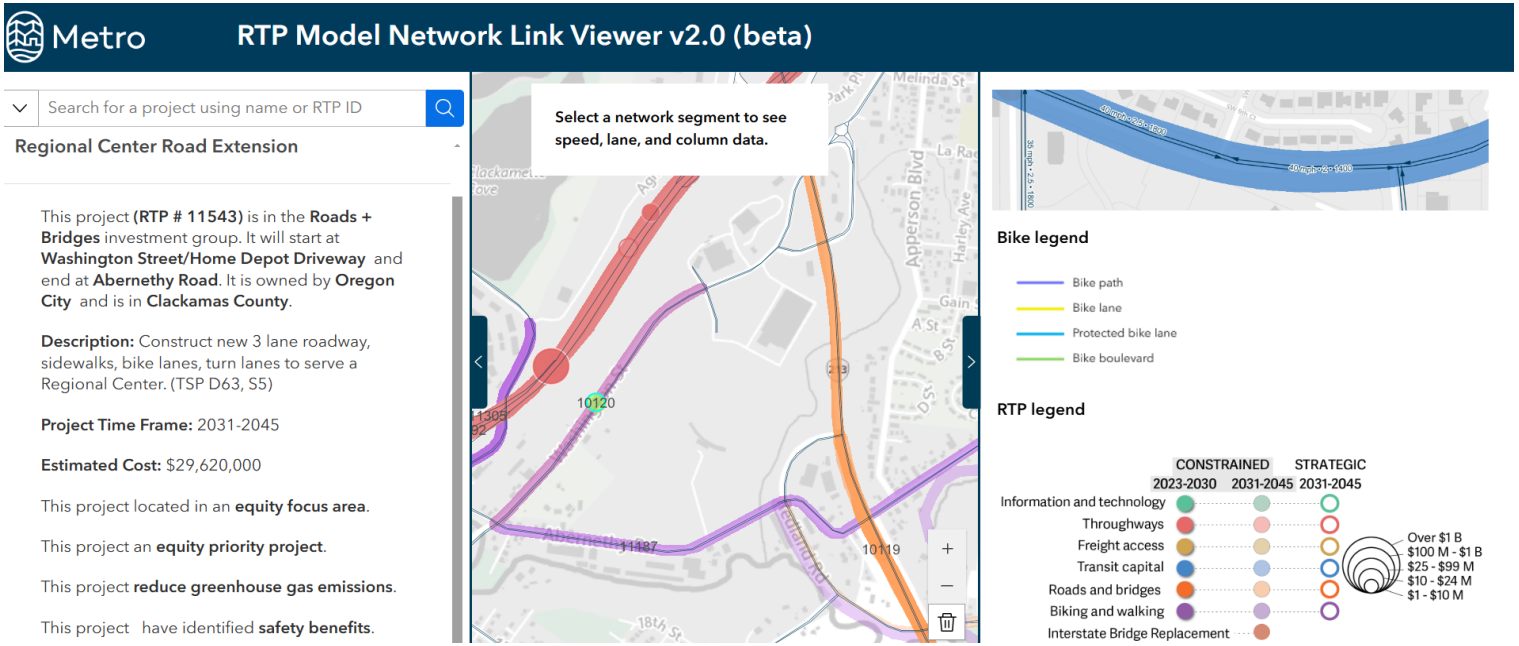
Division Administrators

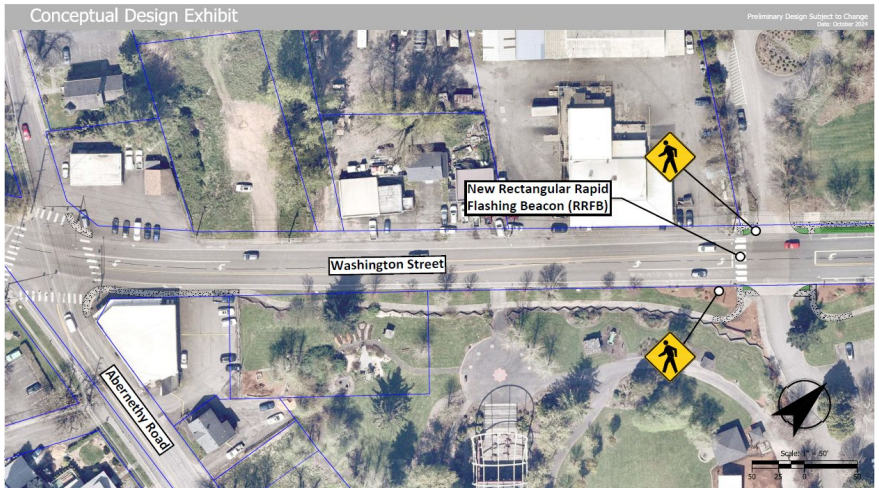
The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of $2,224,676,687 for Highway Infrastructure Programs (HIP) from the

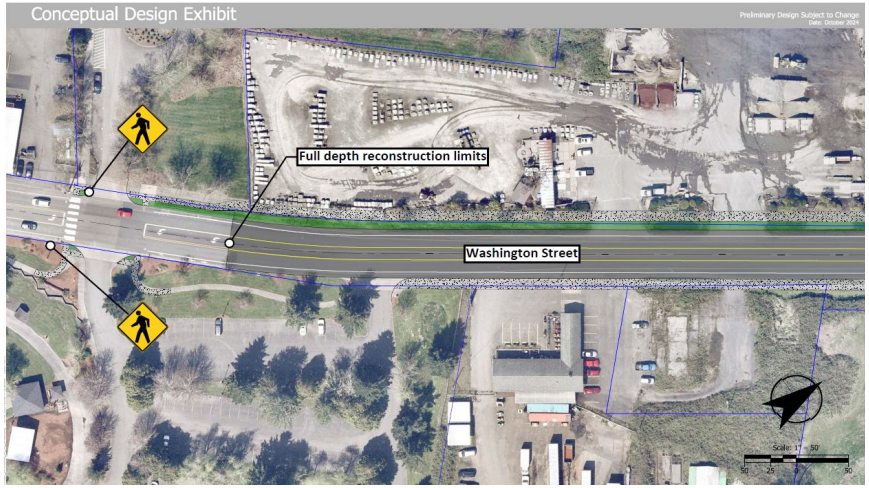
State	Demo ID	Project	Amount available under P.L. 118-42 Project	Amount available under P.L. 118-42 State Total	Allocation of Y603 Funds This Memorandum Project	Allocation of Y603 Funds This Memorandum State Total	Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050 Project	Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050 State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

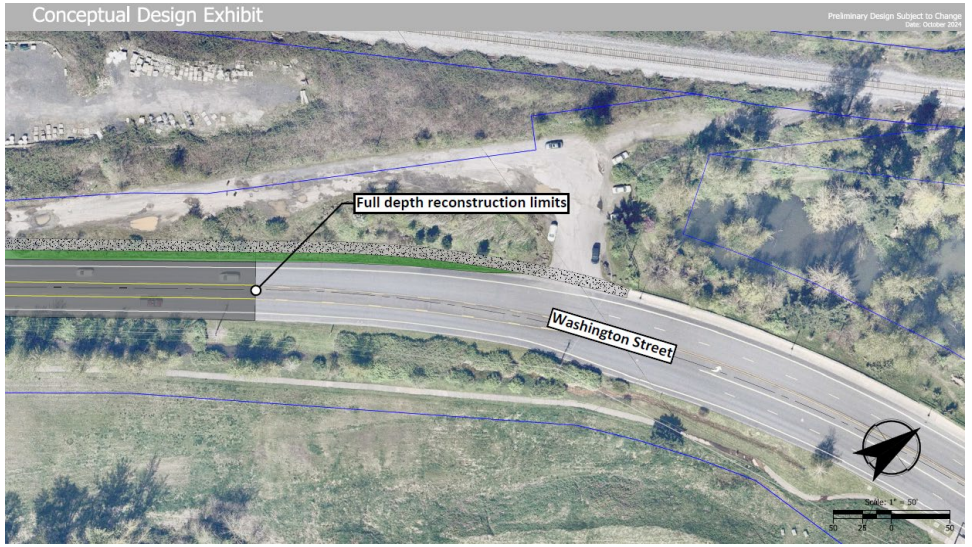
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Washington Street	No designation
Functional Classification	Yes	Washington Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Washington Street	Urban Minor Arterial




Conceptual Design Exhibit
Preliminary Design Subject to Change
Date: October 2024
New Rectangular Rapid
Flashing Beacon (RRFB)
Washington Street
Abernethy Road


Conceptual Design Exhibit
Preliminary Design Subject to Change
Date: October 2024
Full depth reconstruction limits
Washington Street


Conceptual Design Exhibit
Preliminary Design Subject to Change
Date: October 2024
Full depth reconstruction limits
Washington Street

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add the new SS4A Implementation award to PE

Project #9

Project Details Summary							
ODOT Key #	**23813**	RFFA ID:	N/A	RTP ID:	11844	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds the new FFY 2024 Safe Streets For All Implementation category grant award for Portland into the MTIP

Project Name:	**82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)**				
Lead Agency:	**Portland**	Applicant:	Portland	Administrator:	FHWA
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections and updating signal timing.

MTIP Detailed Description (Internal Metro use only):
Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland’s most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration System Management and Operations	Capital Improvement
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
Federal Funds									
SSFA24	OTH0	2025	$ 1,600,000						$ 1,600,000
SSFA24	OTH0	2025		$ 2,921,248					$ 2,921,248
SSFA24	OTH0	2027			$ 80,000				$ 80,000
SSFA24	OTH0	2027				$ 80,000			$ 80,000
SSFA24	OTH0	2028					$ 4,918,752		$ 4,918,752
		Federal Totals:	$ 1,600,000	$ 2,921,248	$ 80,000	$ 80,000	$ 4,918,752	$ -	$ 9,600,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025	$ 400,000						$ 400,000
Local	Match	2025		$ 730,312					$ 730,312
Local	Match	2027			$ 20,000				$ 20,000
Local	Match	2027				$ 20,000			$ 20,000
Local	Match	2028					$ 1,229,688		$ 1,229,688
		Local Totals:	$ 400,000	$ 730,312	$ 20,000	$ 20,000	$ 1,229,688	$ -	$ 2,400,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	~~$ -~~	~~$ -~~	~~$ -~~	~~$ -~~	$ -	~~$ -~~
Amended Programming Totals	$ 2,000,000	$ 3,651,560	$ 100,000	$ 100,000	$ 6,148,440	$ -	$ 12,000,000
						Total Estimated Project Cost	$ 155,000,000
						Total Cost in Year of Expenditure:	$ 155,000,000

Programming Summary	Yes/No	Reason if short Programmed
Is the project short programmed?	Yes	Programming represents 82nd Ave safety upgrades. It does not include the BRT upgrade which is being completed by TriMet in Key 23580.

Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	**Totals**
Phase Programming Change:	$ 2,000,000	$ 3,651,560	$ 100,000	$ 100,000	$ 6,148,440	$ -	**$ 12,000,000**
Phase Change Percent:	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**
Amended Phase Matching Funds:	$ 400,000	$ 730,312	$ 20,000	$ 20,000	$ 1,229,688	$ -	**$ 2,400,000**
Amended Phase Matching Percent:	20.00%	20.00%	20.00%	20.00%	20.00%	N/A	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 1,600,000	$ 2,921,248	$ 80,000	$ 80,000	$ 4,918,752	$ -	$ 9,600,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 400,000	$ 730,312	$ 20,000	$ 20,000	$ 1,229,688	$ -	$ 2,400,000
Total	$ 2,000,000	$ 3,651,560	$ 100,000	$ 100,000	$ 6,148,440	$ -	$ 12,000,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	80.00%	80.00%	80.0%	80.00%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	20.00%	20.00%	20.0%	20.00%	0.0%	20.00%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	13.3%	24.3%	0.7%	0.7%	41.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	3.3%	6.1%	0.2%	0.2%	10.2%	0.0%	20.00%
Total	16.7%	30.4%	0.8%	0.8%	51.2%	0.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							DELPHI
				Estimated Project Completion Date:			12/31/2031
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **USDOT Safe Streets For All FFY 2024 Implementation Cycle**
2. Does the amendment include changes or updates to the project funding? **Yes. New SSFA funding is being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the SSFA FFY 2024 awards notification.**
4. Did the funding change require federal, OTC, ODOT Director, or ODOT program manager approval? U**SDOT approval from the SS4A grant program office was required,**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	82nd Ave		US30BY/Lombard St		SE Clatsop St

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Safety - Projects that correct, improve, or eliminate a hazardous location or feature.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**ID 11844 - 82nd Ave Corridor Improvements**
RTP Project Description:	**Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.**

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? **Yes.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal # 1 -Mobility Options:** Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. **Goal #2 - Safer System:** Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. **Goal #3 - Equitable Transportation:** Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The total project with an estimate of $155 million does exceed the $100 million threshold. However, it is not capacity enhancing, but a non-capacity safety type improvement project. Because it is a non-capacity enhancing project, the performance evaluation assessment does not apply to this project. Applicable safety improvements consistent with the RTP goals and strategies will be collected through the regular performance measurements monitoring process.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments could be submitted**.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A	Federal awarded funds supporting the Safe Streets for All (SS4A) funding program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The number at the end of the fund type code will usually represents the funding year cycle. Example (SS4A24 = awarded funds from the FFY 2024 cycle).

S|S
4|A

Safe Streets and Roads for All (SS4A) Grants

U.S. Department of Transportation

Rural

Safe Systems on 82nd Ave: State Highway to Civic Corridor

Applicant: City of Portland

Portland, Oregon

SS4A Award: $9,600,000

Project Description

The City of Portland is awarded $9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.

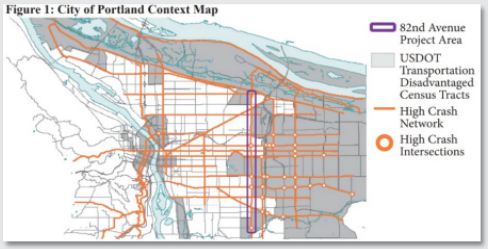
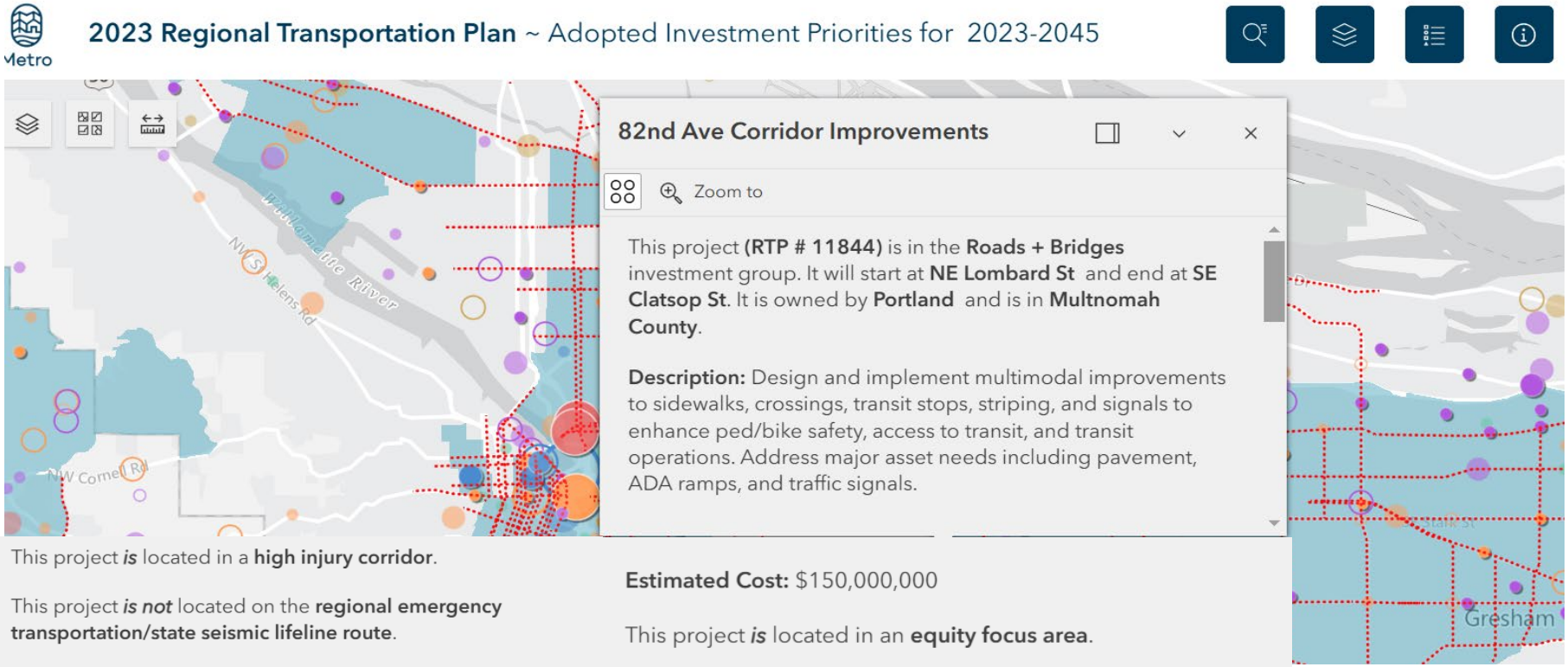


Figure 1: City of Portland Context Map

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	82nd Ave	82nd Ave/OR 213 has no designation per the FHWA HEPGIS NHS System Map
Functional Classification	Yes	82nd Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	Urban Other Principal Arterial



From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:

- **Cully/Roseway/Madison South:** The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.
- **Greater Montavilla:** South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.
- **Greater Jade District:** The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.
- **Lents:** From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.

82ND AVENUE DISTRICTS

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add new USDOT ATTAIN funded project to MTIP

Project #10

Project Details Summary							
ODOT Key #	**23811**	RFFA ID:	N/A	RTP ID:	10927 (11104)	RTP Approval Date:	11/30/2023
MTIP ID:	**New TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
The formal amendment adds TriMet new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant award to the MTIP. The project will deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety and reduce traffic delays. The primary site location is at the MAX light rail crossing at 185th Ave in Washington County. The total federal grant award is $2,360,000.

Project Name:	**Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)**				
Lead Agency:	**TriMet**	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**Yes**

Short Description (255 character limitation):
Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions

MTIP Detailed Description (Internal Metro use only):
In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services

STIP Description:
TBD

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Transit	Transit Capital	Capital - Vehicle Operations	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
Federal Funds									
ATTAIN24	OTH0	2025						$ 2,360,000	$ 2,360,000
									$ -
		Federal Totals:	$ -	$ -	$ -	$ -		$ 2,360,000	$ 2,360,000
State Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
									$ -
									$ -
		State Totals:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Local	Match	2025						$ 590,000	$ 590,000
									$ -
		Local Totals:	$ -	$ -	$ -	$ -		$ 590,000	$ 590,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	$ -	$ -	$ -	$ -	$ -	~~$ -~~	~~$ -~~
Amended Programming Totals	$ -	$ -	$ -	$ -	$ -	$ 2,950,000	$ 2,950,000
						Total Estimated Project Cost	$ 2,950,000
						Total Cost in Year of Expenditure:	$ 2,950,000

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:	$ -	$ -	$ -	$ -	$ -	$ 2,950,000	**$ 2,950,000**
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	**100.0%**
Amended Phase Matching Funds:	$ -	$ -	$ -	$ -	$ -	$ 590,000	**$ 590,000**
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	**20.00%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ -	$ -	$ -	$ -		$ 2,360,000	$ 2,360,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -		$ 590,000	$ 590,000
Total	$ -	$ -	$ -	$ -	$ -	$ 2,950,000	$ 2,950,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							Delphi
				Estimated Project Completion Date:			12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			No	

Fiscal Constraint Consistency Review
1. What is the source of funding? **USDOT discretionary ATTAIN grant funding.**
2. Does the amendment include changes or updates to the project funding? **Yes. New discretionary federal funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes**, **via the FY 2023-34 ATTAIN awards document.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **USDOT approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	185th Ave		MAX Light Rail Crossing		(just north of W Baseline Rd)

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21, NEW	T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**ID 10927: Operating Capital: Information Technology: Phase 1** **Indirect tie-in to ID 11104 - Regional TSMO Program Investments for 2023-2030**
RTP Project Description:	**10927: Communication systems, information technology, cyber security and improvements to Hop.** **11104: 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.**

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

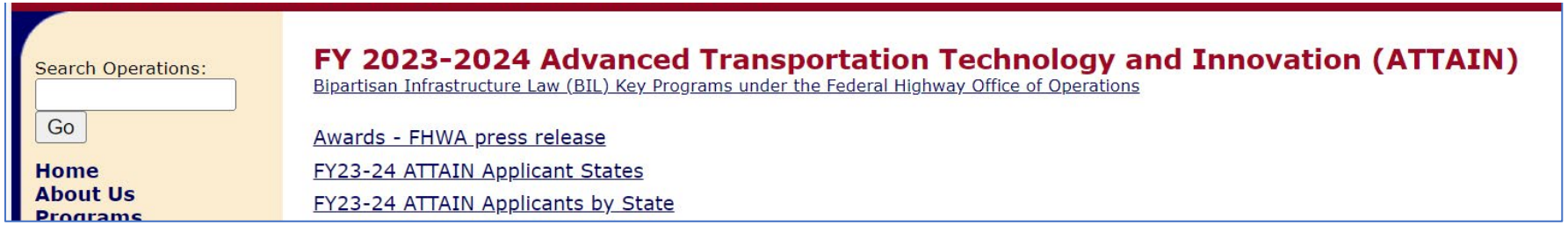
Goal #3 - Equitable transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected**. **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-ATTN24	Federal Advance Construction funding with an expected conversion code to the Advanced Transportation Technology and Innovation (ATTAIN) Program



Smart Signals in Our Communities
North Carolina Department of Transportation
$11,945,832

EZData and NEOTech
NEORide, OH
$1,600,000

Regional Mobility-Enabling Service Hub (Regional MESH)
Lane Transit District, OR
$5,215,123

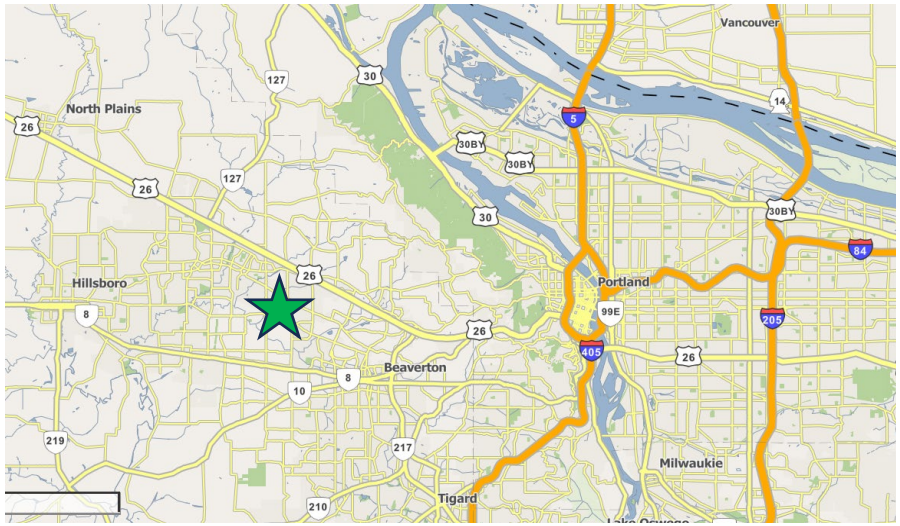
Cloud Connectivity for TriMet's Light Rail Vehicles
Tri-County Metropolitan Transportation District of Oregon, OR
$2,360,000

PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities
Vanderbilt University, TN
$8,666,053

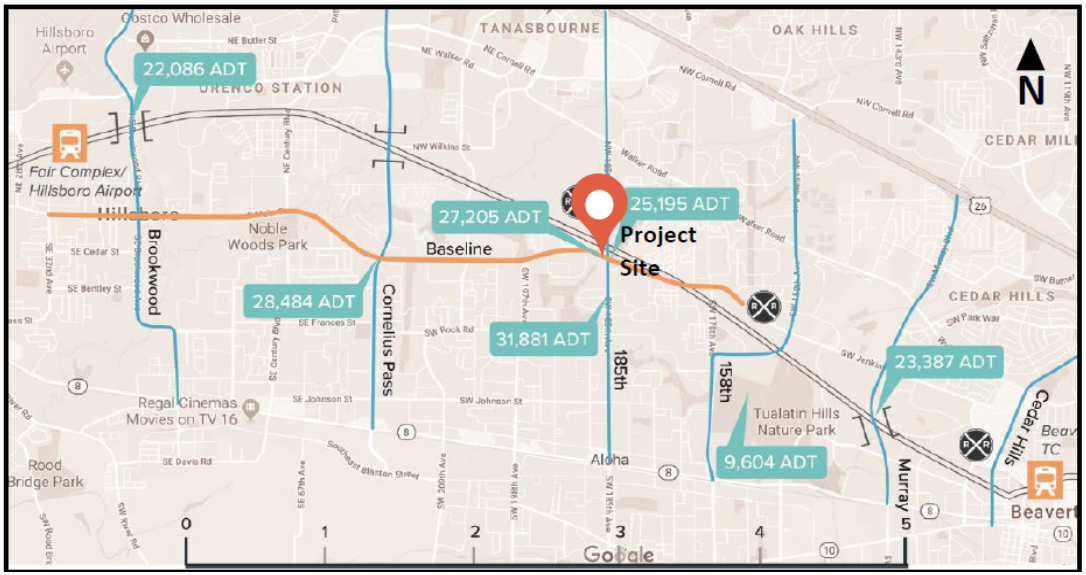
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	185th Ave	Map 21 Principal Arterial
Functional Classification	Yes	185th Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	185th Ave	Urban Other Principal Arterial

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	
Added notes: Located in HIC corridor = Yes. EFAs = Yes								



The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the coun population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.



While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.

Metro

Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
Add new CFI awarded project to the MTIP

Project #11

Project Details Summary							
ODOT Key #	**23787**	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	**TBD**	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:	**DC25-03-DEC**			STIP Amendment ID:		24-27-2079	

Summary of Amendment Changes Occurring:
The formal amendment adds the new FHWA discretionary awarded Charging and Fueling Infrastructure $15 million dollar grant to implement and deploy up to 125 EV Charging stations across the region to the MTIP.

Project Name:	**Tualatin and Neighbors Charging Up (TANC-UP)**				
Lead Agency:	**Tualatin**	Applicant:	Tualatin	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	**YES**

Short Description:
Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

MTIP Detailed Description (Internal Metro use only):
In and across Oregon's North Willamette Valley, deploy and install Electric Vehicle (EV) charging stations to scale and expand the nation's charging network, reduce greenhouse gas emissions, and address gaps in access providing and supporting multi-family housing properties and various public facilities enabling populations that normally do not have access to at-home charging systems. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)

STIP Description:
This project will bring chargers to people with low- and moderate-incomes across Oregon's North Willamette Valley. In doing so, it will help scale the nation's charging network, reduce greenhouse gas emissions, and address gaps in access. Chargers will primarily serve residents who do not currently have access to at-home charging with a focus on publicly accessible chargers at affordable multifamily housing properties and public facilities, such as libraries, parks, and community centers. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain.

Project Classification Details			
Project Type	**Category**	**Features**	**System Investment Type**
Roadway	Roadway - Motor Vehicle	Systems Management and Operations	Systems Management, ITS and Operations
ODOT Work Type:	SPPROG		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-CFI24	ACP0	2025	$ 6,142,721						$ 6,142,721
AC-CFI24	ACP0	2025					$ 7,688,000		$ 7,688,000
Federal Totals:			$ 6,142,721	$ -	$ -	$ -	$ 7,688,000	$ 1,169,279	$ 15,000,000

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

Local Funds									
Fund Type	**Fund Code**	**Year**	**Planning**	**Preliminary Engineering (PE)**	**Right of Way (ROW)**	**Utility Relocation**	**Construction**	**Other**	**Total**
Other	OTH0	2025	$ 1,535,680						$ 1,535,680
Other	OTH0	2025					$ 1,972,000		$ 1,972,000
Other	OTH0	2025						$ 292,320	$ 292,320
Local Totals:			$ 1,535,680	$ -	$ -	$ -	$ 1,972,000	$ 292,320	$ 3,800,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	~~$ -~~	$ -	$ -	$ -	~~$ -~~	~~$ -~~	~~$ -~~
Amended Programming Totals	$ 7,678,401	$ -	$ -	$ -	$ 9,660,000	$ 1,461,599	$ 18,800,000
						Total Estimated Project Cost	$ 18,800,000
						Total Cost in Year of Expenditure:	$ 18,800,000

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:	$ 7,678,401	$ -	$ -	$ -	$ 9,660,000	$ 1,461,599	**$ 18,800,000**
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	**100.0%**
Amended Phase Matching Funds:	$ 1,535,680	$ -	$ -	$ -	$ 1,972,000	$ 292,320	**$ 3,800,000**
Amended Phase Matching Percent:	20.00%	N/A	0.00%	0.00%	20.41%	20.00%	**20.21%**

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	$ 6,142,721	$ -	$ -	$ -	$ 7,688,000	$ 1,169,279	$ 15,000,000
State	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Local	$ 1,535,680	$ -	$ -	$ -	$ 1,972,000	$ 292,320	$ 3,800,000
Total	$ 7,678,401	$ -	$ -	$ -	$ 9,660,000	$ 1,461,599	$ 18,800,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	79.59%	0.0%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.41%	0.0%	20.21%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	32.7%	0.0%	0.0%	0.0%	40.9%	6.2%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	8.2%	0.0%	0.0%	0.0%	10.5%	1.6%	20.21%
Total	40.8%	0.0%	0.0%	0.0%	51.4%	7.8%	100.0%

Project Phase Obligation History							
Item	**Planning**	**PE**	**ROW**	**UR**	**Cons**	**Other**	**Federal**
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:	All funds to obligate together during FFY 2025.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review
1. What is the source of funding? **FHWA FFY 2024 Round 1B Charging and Fueling Infrastructure discretionary grant program.**
2. Does the amendment include changes or updates to the project funding? **Yes. New CFI awarded funds are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the FHWA Round 1B awards announcement.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **FHWA approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Regional at this time		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	**Non-capacity enhancing project**
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	**Yes. The project is exempt per 40 CFR 93.126, Table 2**
Exemption Reference:	**Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.**
Was an air analysis required as part of RTP inclusion?	**No. Not Applicable**
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	**No. Not applicable. The project is not capacity enhancing**
RTP Constrained Project ID and Name:	**12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030**
RTP Project Description:	**Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.**

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. Not applicable.**
3a. If yes, is an amendment required to the UPWP? **No**.
3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals: **Goal # 1 -Mobility Options:** Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor **Goal #3 - Equitable Transportation:** Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.. **Goal #5 - Climate Action and Resilience:** Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed $100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments may occur.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References	
Other	General Local funds committed by the lead agency that can act as the required match to the federal funds, or cover additional phase costs beyond the m
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CFI24	Advance Construction with the expected fund conversion code to be Charging in and Fueling Infrastructure (CFI) funds from the FFY 2024 award cycle.

Key Number: **23787** 2024-2027 STIP

Project Name: **Tualatin and Neighbors Charging Up (TANC-UP)** (DRAFT AMENDMENT

Fund Codes

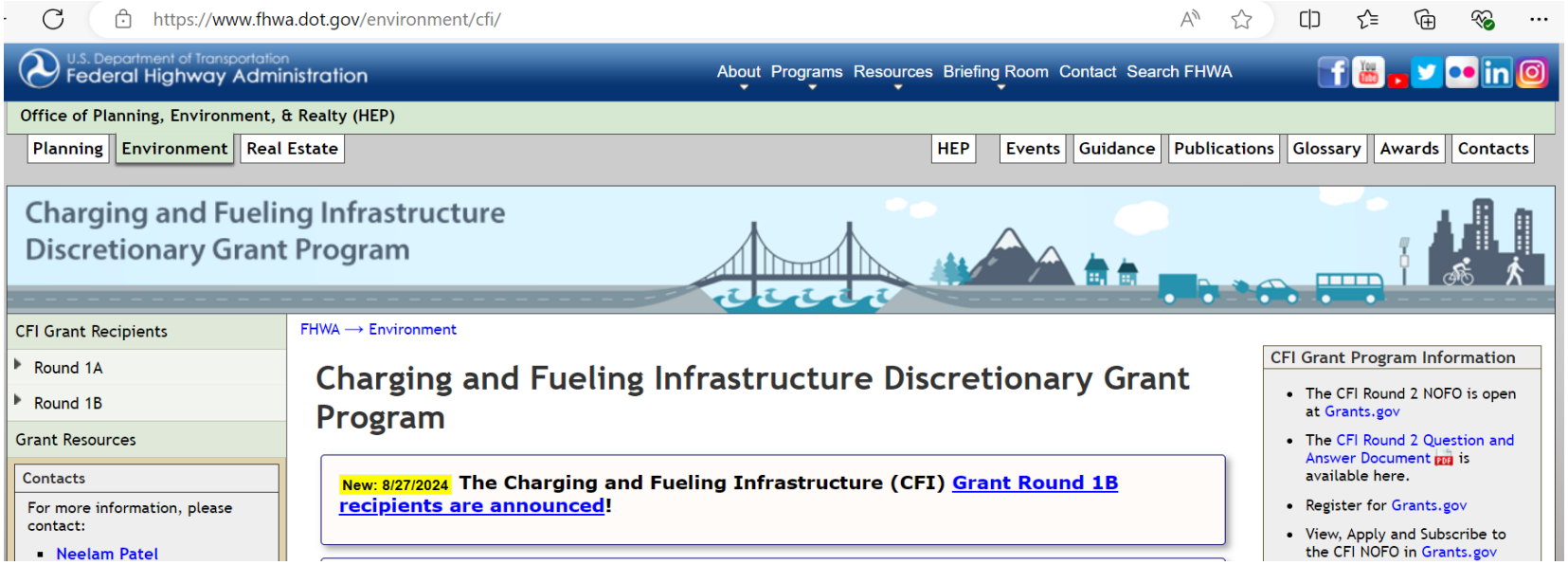
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACP0	ADVANCE CONSTRUCT PR	80.00%	6,142,720.80	100.00%	6,142,720.80	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	1,535,680.20	0.00%	0.00	0.00%	0.00	100.00%	1,535,680.20
	PL Totals		**100.00%**	**7,678,401.00**		**6,142,720.80**		**0.00**		**1,535,680.20**
CN	ACP0	ADVANCE CONSTRUCT PR	79.59%	7,688,000.00	100.00%	7,688,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.41%	1,972,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,972,000.00
	CN Totals		**100.00%**	**9,660,000.00**		**7,688,000.00**		**0.00**		**1,972,000.00**
OT	ACP0	ADVANCE CONSTRUCT PR	80.00%	1,169,279.20	100.00%	1,169,279.20	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	292,319.80	0.00%	0.00	0.00%	0.00	100.00%	292,319.80
	OT Totals		**100.00%**	**1,461,599.00**		**1,169,279.20**		**0.00**		**292,319.80**
	Grand Totals			**18,800,000.00**		**15,000,000.00**		**0.00**		**3,800,000.00**

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	N/A	Regional	Specific site locations not yet finalized
Federal Aid Eligible Facility	N/A	Regional	Specific site locations not yet finalized

Note: The EV charging stations can be linked to the larger RTP project ID 12351, Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030 for consistency purposes. However, specific locations for the potential 125 EV charging stations are not finalized and are identified in general areas across the region. General performance measure applications are identified below at this time.

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X		X	X	X		
Added notes: Initial estimations for later performance measure assessments.								



Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program
OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	$5,179,880.00	EV Charging	Community
OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	$1,848,960.00	EV Charging	Community
OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	$15,000,000.00	EV Charging	Community
PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	$2,224,800.00	EV Charging	Corridor

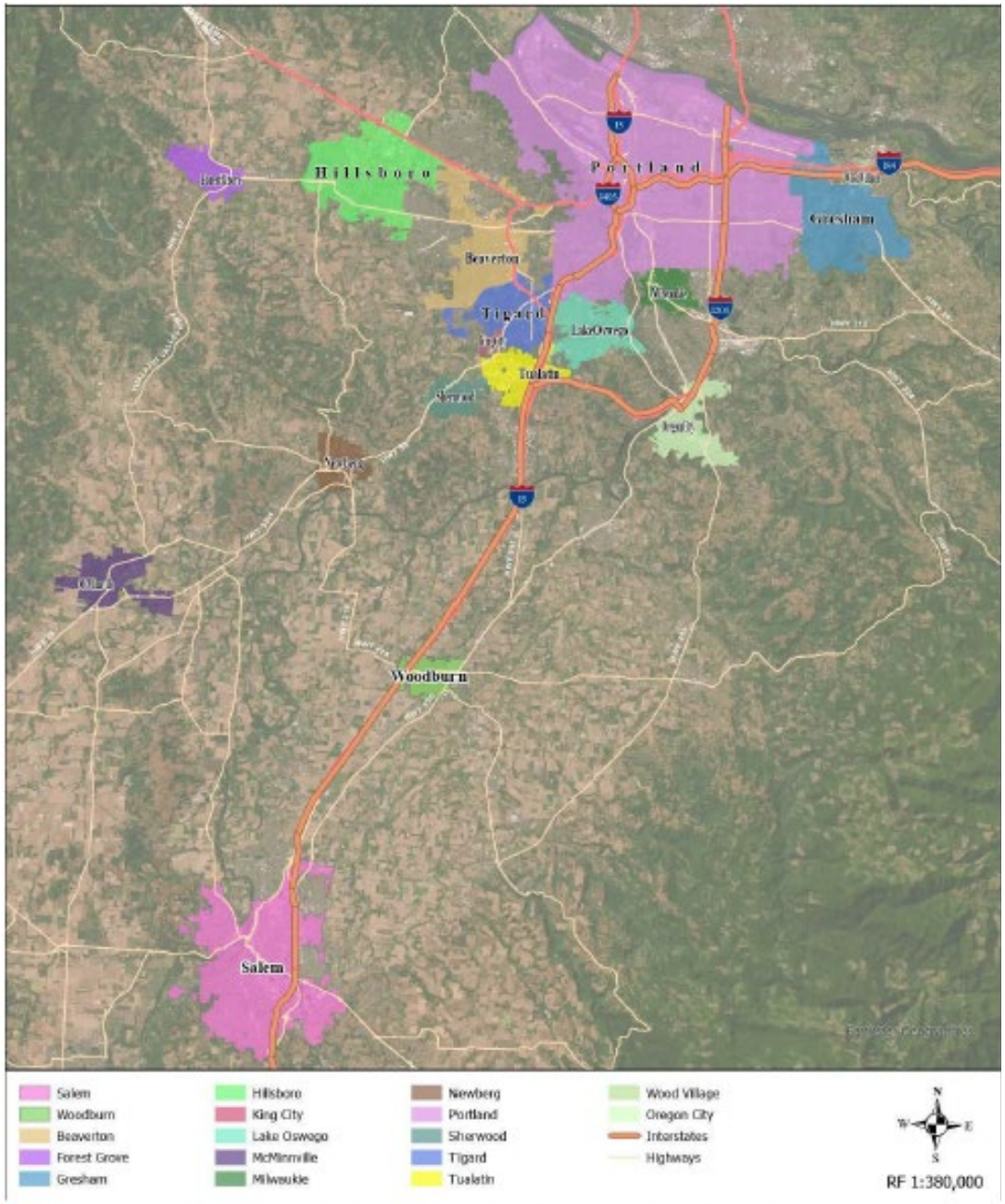


Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.