

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: May 19, 2023  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: May FFY 2023 MTIP Formal Amendment & Resolution 23-5338 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING SIX NEW PROJECTS, AUTHORIZED BY CONGRESS THROUGH CONGRESSIONALLY DIRECTED SPENDING, TO THE 2021-24 MTIP AND ALLOWING THE START OF PRELIMINARY ENGINEERING ACTIVITIES**  
**BACKGROUND**

#### **What This Is:**

The May FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains six new projects. All six projects are Congressional Directed Spending projects, or otherwise referred to as Congressional Earmarks. Two are ODOT managed earmarks with the remaining four belonging to TriMet. They are being added now to the 2021-24 MTIP to enable Federal Highway Administration (FHWA) Financial Management Information System (FMIS) and Federal Transit Administration Transit Awards Management System (TrAMS) obligations to occur before the end of FFY 2023 (September 30, 2023). This will enable ODOT and TriMet to initiate Preliminary Engineering activities for their projects this federal fiscal year, and help accelerate overall project delivery.

#### **What is the requested action?**

**JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.**

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

May FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: MY23-09-MAY				
Total Number of Projects: 6				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>23428</b> MTIP ID TBD <i>(New Project)</i>	ODOT	<b>I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta</b>	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR211, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#2) ODOT Key # <b>22647</b> MTIP ID TBD <i>(New Project)</i>	ODOT	<b>OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St</b>	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR216, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.
(#3) ODOT Key # <b>TBD</b> MTIP ID TBD <i>(New Project)</i>	TriMet	<b>TriMet Merlo Bus Garage Zero Emission Retrofit</b>	This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-094, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.

<p>(#4)                  ODOT                  Key #  <b>TBD</b>                  MTIP ID                  TBD  <i>(New Project)</i></p>	<p>TriMet</p>	<p><b>TriMet 82nd Ave                  MAX Station                  Improvement                  Project</b></p>	<p>The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)</p>	<p><b><u>ADD NEW PROJECT:</u></b>                  The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, DEMO ID OR209, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#5)                  ODOT                  Key #  <b>TBD</b>                  MTIP ID                  TBD  <i>(New Project)</i></p>	<p>TriMet</p>	<p><b>TriMet Oregon                  City Transit                  Center</b></p>	<p>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</p>	<p><b><u>ADD NEW PROJECT:</u></b>                  The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-095, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>
<p>(#6)                  ODOT                  Key #  <b>TBD</b>                  MTIP ID                  TBD  <i>(New Project)</i></p>	<p>TriMet</p>	<p><b>Willamette Shore                  Line Rail &amp;                  Trestle Repair</b></p>	<p>The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle &amp; track improvements along with routine maintenance (ID# 2023-CMPJ-096)</p>	<p><b><u>ADD NEW PROJECT:</u></b>                  The formal MTIP amendment adds the new approved Consolidated Appropriations Act of 2023, Congressional Directed Spending project, ID# 2023-CMPJ-096, to the 2021-24 MTIP enabling PE to be obligated and initiated before the end of FFY 2023.</p>

**JPACT Meeting Summary:**

JPACT convened on May 18, 2023. The May 2023 Formal MTIP Amendment was included in the Consent Agenda. JPACT moved and approved the May 2023 Formal MTIP Amendment under Resolution 23-5338 unanimously without discussion.

**TPAC May 5, 2023 Meeting Summary:**


TPAC met on May 5, 2023 and received their official notification about the May 2023 Formal MTIP Amendment bundle. Ken Lobeck, Metro staff provided an overview of the six new Congressional Directed Spending projects awarded under the Consolidated Appropriations Act of 2023. Ken explained that these six projects had now passed all required pre-programming reviews and RTP consistency checks to inclusion in the MTIP. He also added that the four projects belonging to TriMet are completing a formal re-review with FTA to allow the project phases to be programmed in FFY 2023. Ken stated that FTA's preview was supportive of the programming deviation request allowing Metro to continue processing the four projects as part of the May Formal Amendment bundle.

A couple of questions were raised about the RTP consistency check and the requirement that the earmark must be included in the current constrained RTP. Ted Leybold, Metro Resource Development Department Manager, explained that if the project is not included in the current constrained RTP, then an RTP amendment would be required to add the project. Both Ken and Ted stated the importance that the submitting agency discuss their earmark submission with Metro to verify the project is part of the constrained RTP. Chris Ford, ODOT added that the use of project grouping buckets can satisfy the RTP consistency check as long as the project is not capacity enhancing. Ken Lobeck concurred with Chris stating that this was how the OR141 earmark met RTP consistency by grouping it into the ODOT Operations and Safety bucket in the RTP.

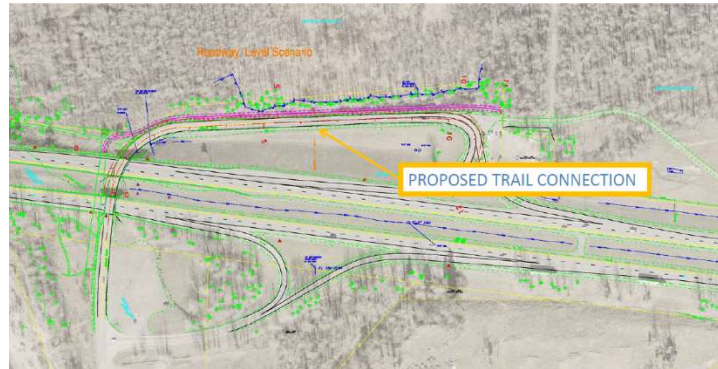
A final question raised was if the earmark is covered conceptually in the RTP and meets the RTP's goals and strategies, then is this sufficient to meet RTP consistency, or if a larger discussion is required? Ken Lobeck replied that this has occurred twice in the past and required FHWA review and direction to resolve the issue. The short answer from FHWA was that the project must be included the current constrained RTP. FHWA's guidance covered the need for the implementation phases (ROW, UR, construction) as part of demonstrating the funding plan in the RTP. The problem that still exists and has not been clarified is if only the PE phase is being added to the MTIP. Then, if discussion of the project in conceptual terms is included in the RTP, is this sufficient to satisfy the RTP consistency check and the project (PE phase) can be added to the MTIP? Ken agreed with Chris that a larger off-line discussion is still required to work on this area.

With no further questions or discussion about the MTIP May Formal Amendment, TPAC voted to provide JPACT with an approval recommendation to add the six new projects to the MTIP. There were no objections, two abstentions with the vote.

## AMENDMENT SUMMARY

<b>Project #1</b> <b>Key</b> <b>23428</b>	<b>I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta</b> <b>(Add new project)</b> <b>Lead Agency: ODOT</b>
<p><b><u>Project Description:</u></b>  <b>Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)</b></p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: ODOT</li> <li>• Project Administrator: ODOT</li> <li>• ODOT Key Number: <b>23428</b></li> <li>• MTIP ID#: TBD (new entry not yet assigned in the MTIP)</li> <li>• RTP ID: Not applicable. The project is recreational trail outside of the RTP pedestrian/bicycle modeling networks involving commuter trails. RTP consistency check areas do not apply for this project.</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.</li> <li>• Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities</li> <li>• OTC approval No.</li> <li>• Performance Measurements applicable: No – Not applicable.</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes.</li> <li>• Can the required changes be made without issues: Yes.</li> <li>• Additional information: The Congressional earmark award is \$2,332,000. Also, see US Forestry Service information about the Sandy River Delta Park at <a href="https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976">https://www.fs.usda.gov/recarea/crgnsa/recarea/?recid=29976</a></li> </ul>	
<p><b><u>Description of Changes</u></b></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <div style="text-align: center;">  <p><b>USDA Forest Service</b> Caring For the Land and Serving People</p> </div> <div style="background-color: #333; color: white; padding: 5px; text-align: center;"> <a href="#">Home</a>   <a href="#">Visit Us</a>   <a href="#">Managing the Land</a>   <a href="#">Learn</a>   <a href="#">Working With Us</a>   <a href="#">About Us</a> </div> <p style="text-align: center;"><b>Sandy River Delta</b></p>	

The project will complete a connecting trail along-side Jordan Rd parallel to I-84 and eastbound into the Sandy River Delta Park. Construction of the Jordan Road Trail Connection will enhance access for pedestrians, cyclists and equestrians to the Sandy River Delta.

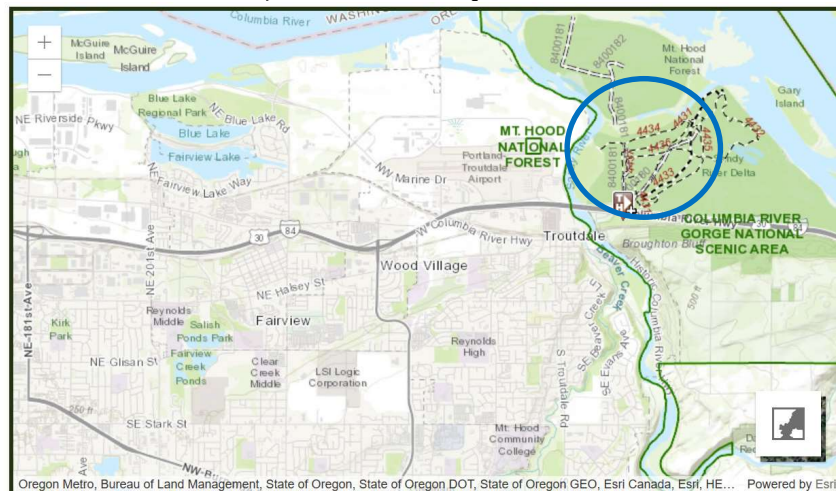


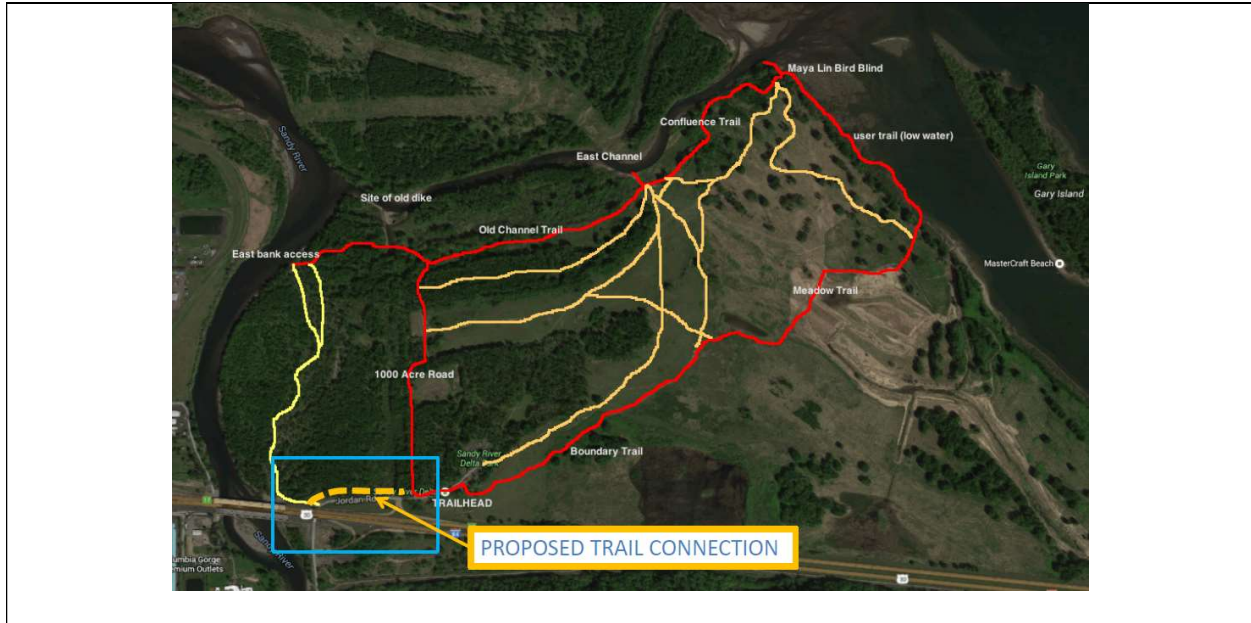
The Sandy River Delta is a 1,500-acre natural area is a gateway from Portland to the Columbia River Gorge National Scenic Area that offers horseback riding, hiking, biking, wading, and fishing. Acquired by the Forest Service in 1991, the delta is managed to restore and protect scenic, cultural, recreational, and natural resources in the river bottomlands where the Sandy River meets the Columbia River. The delta's forests and meadows have been under ecological restoration for decades, and in 2013, an old dike was removed from the Sandy River, restoring its natural channel and improving habitat for salmon and steelhead.

The Jordan Rd connection trail will provide better access to the park's other multi-use trails including:

- **Confluence Trail:** A 1.25 mile gravel ADA trail leading to an elliptical bird blind designed by Maya Lin.
- **Boundary Trail:** A 1.25 mile trail near the habitat restoration zone
- **Meadow Road:** A 0.25 mile route leading to Confluence Trail
- **Meadow Trail:** A 2 mile path through meadows with Columbia Gorge views
- **Ranch Dike Trail:** A 1.25 mile trail through cottonwoods
- **Old Channel Trail:** A 1.75 mile trail along the Sandy River's pre-restoration channel

Project Location Map References





**Support Item(s):**

**Proof of Funding/Fiscal Constraint Verification**

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

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	4,000,000	4,000,000		4,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,176,886	3,176,886		3,176,886	
OR	OR213	Earthquake Ready Burnside Bridge (EQR) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

<b>Project #2 Key 22647</b>	<b>OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St (Add new project) Lead Agency: ODOT</b>
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**Project Description:**

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

**Identifications/Key Consistency Check Areas:**

- Lead Agency: ODOT
- Project Administrator: ODOT

- ODOT Key Number: **22647**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 12095 - Safety & Operations Projects
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Air Quality, Bicycle and Pedestrian Facilities
- OTC approval No.
- Performance Measurements applicable: Yes - Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The earmark award is \$3,200,000. Also, see the ODOT website for additional project details at:  
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22647>

### **Description of Changes**

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

### **New enhanced pedestrian crossings on SW Hall Boulevard**

In partnership with the City of Tigard and Washington County, we are working on a project to enhance safety on Hall Boulevard (Oregon Hwy 141).

This project will install two new enhanced pedestrian crossings, or Rectangular Rapid Flashing Beacons, across SW Hall Boulevard at the intersections of SW Hemlock Street in unincorporated Washington County and SW Spruce Street within the City of Tigard. Additional related work includes constructing new sidewalk, new lighting and improving sidewalk curb ramps to meet ADA requirements.

SW Hall Boulevard is a busy, 40 mile-per-hour corridor and people walk over ¼ mile out of direction to the nearest signalized intersection. New, enhanced pedestrian crossings make it safer for people to cross a busy corridor of SW Hall Boulevard.

### **About Rectangular Rapid Flashing Beacons**

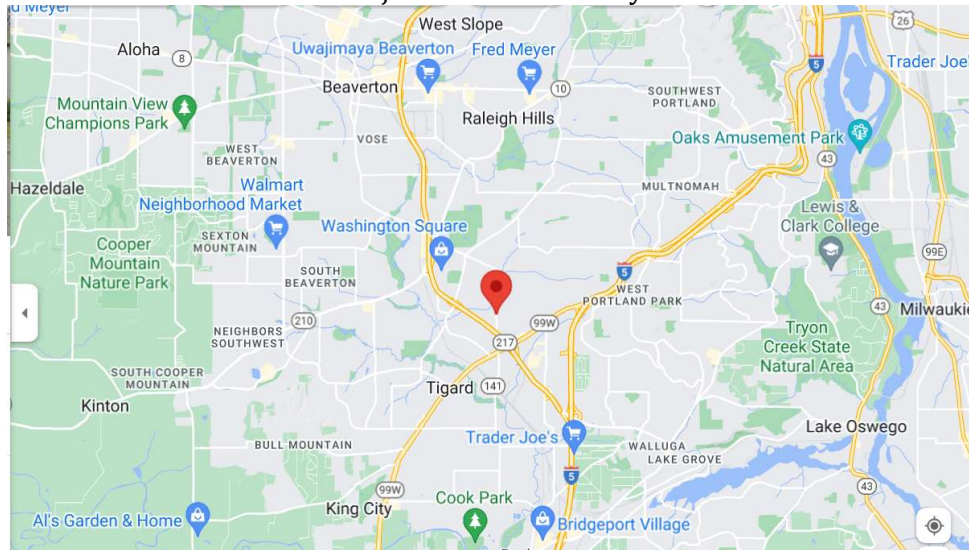
The rectangular rapid flash beacon (RRFB), is a traffic control device designed to increase driver awareness of pedestrians crossing roadways at marked midblock crossings or uncontrolled





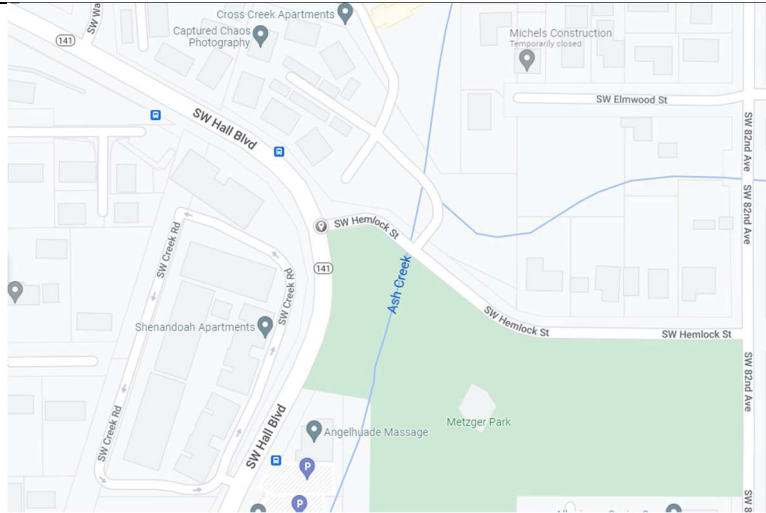
intersections. The beacons consist of rectangular shaped amber light emitting diodes (LEDs) installed below pedestrian warning signs. The beacons remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the flashing lights. The lights flash in an irregular flash pattern that is similar to emergency flashers on police vehicles. The flashing lights are intended to attract the driver’s attention and reinforce the driver’s duty to yield to pedestrians in the marked crosswalk.

### Project Location Vicinity

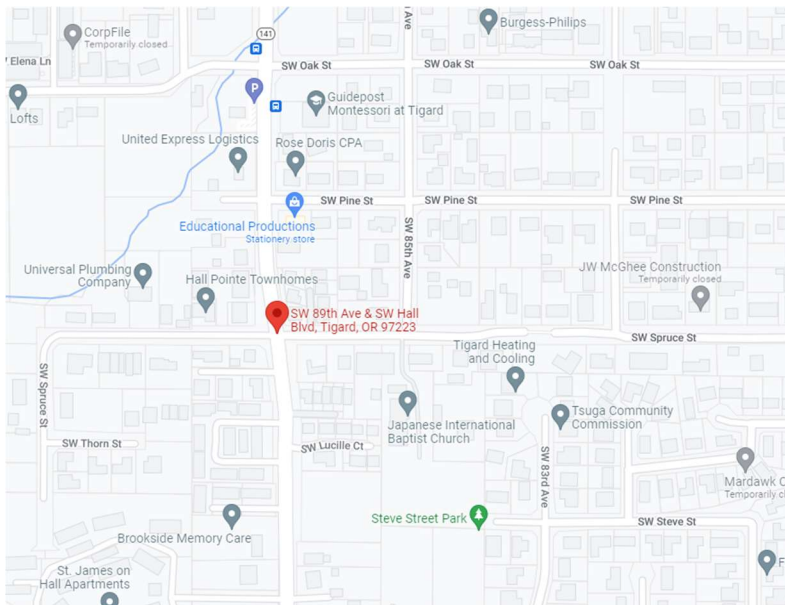


### OR141 (SW Hall Blvd) at Hemlock St





OR 141 (SW Hall Blvd) at SW Spruce St



**Support Item(s):**

**Proof of Funding/Fiscal Constraint Verification**

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

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

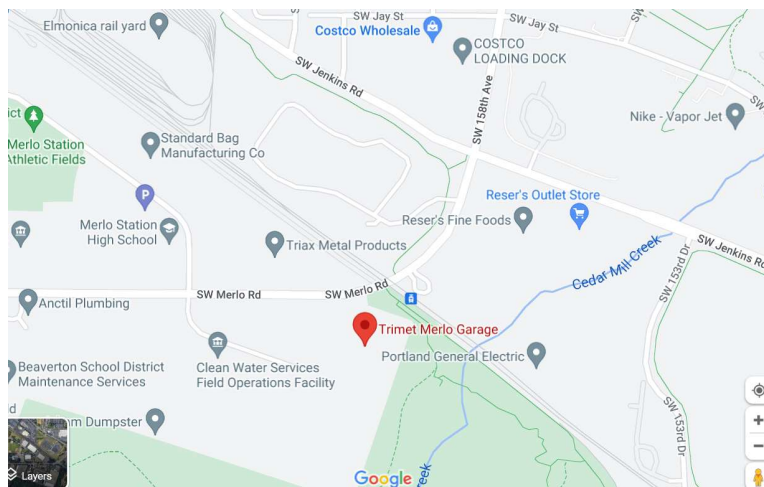
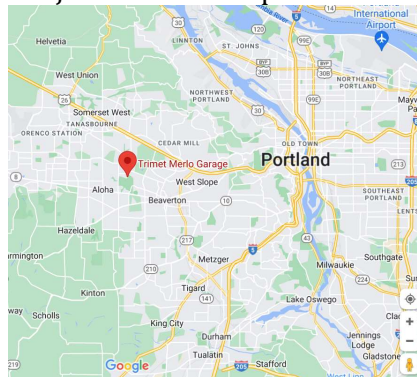
<b>Project #3 Key TBD</b>	<b>TriMet Merlo Bus Garage Zero Emission Retrofit (Add new project) Lead Agency: TriMet</b>
<b><u>Project Description:</u></b> <b>This project includes sitework, garage and utility upgrades and installation of charging stations for articulated buses at Merlo Garage (ID# 2023-CMPJ-094 Earmark)</b>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: TriMet</li> <li>• Project Administrator: TriMet</li> <li>• ODOT Key Number: <b>TBD – New Project</b></li> <li>• MTIP ID#: TBD (new entry not yet assigned in the MTIP)</li> <li>• RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.</li> <li>• Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</li> <li>• OTC approval No.</li> <li>• Performance Measurements applicable: Yes - Transit.</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes.</li> <li>• Can the required changes be made without issues: Yes.</li> <li>• Additional information: The Congressional earmark is \$5 million.</li> </ul>	
<b><u>Description of Changes</u></b>	
The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.	

The Merlo Bus Garage Zero Emission Retrofit project funds the first phase of a retrofit of TriMet's Merlo bus garage maintenance building as part of broader strategy for expansion of zero emission, battery electric buses (BEBs). This request would support adding more service and future articulated (higher-capacity, 60 ft) buses on the westside of the Portland region.

The improvements to the Merlo maintenance facility are a critical investment to be able to implement dedicated, articulated, zero emission bus service on Tualatin Valley Highway in the short term. This expanded charging infrastructure and retrofitting of the maintenance facility are a first step to scaling up the Merlo garage for future charging, maintenance, and service deployment of articulated and BEBs.

This investment will provide the funding to increase transit capacity in areas with growing ridership, increase access to transit and improve air quality in the surrounding area by facilitating the transition from diesel to zero emissions buses.

### Project Location Map References



**Support Item(s):**

Proof of Funding/Fiscal Constraint Verification



# Congressional Record

PROCEEDINGS AND DEBATES OF THE 117<sup>th</sup> CONGRESS, SECOND SESSION

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Vol. 168      WASHINGTON, TUESDAY, DECEMBER 20, 2022      No. 198—Book III

## Senate

**EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023**

The following is an explanation of the Consolidated Appropriations Act, 2023.

**DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023**

**CONGRESSIONAL DIRECTIVES**

The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-492 carries the same weight as language included in this joint explanatory statement and should be complied with un-

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

**TRANSPARENCY REQUIREMENT**

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

**FEDERALLY FUNDED RESEARCH**

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

**HUMAN TRAFFICKING**

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

**DEPARTMENT OF TRANSPORTATION—Continued**  
(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requestor(s)		Origination
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Merlo Bus Garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Bonamici		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	DeFazio	Merkley, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	DeFazio	Merkley, Wyden	H

<b>Project #4</b> <b>Key</b> <b>TBD</b>	<b>TriMet 82nd Ave MAX Station Improvement Project</b> <b>(Add new project)</b> <b>Lead Agency: TriMet</b>
<b>Project Description:</b> The project includes design, permitting, and construction for refurbishment of the light rail platform, existing shelters and lighting, and new safety upgrades at the 82nd Avenue MAX Station for added passenger safety (DEMO ID OR209, CAA2023)	
<b>Identifications/Key Consistency Check Areas:</b>	
<ul style="list-style-type: none"> <li>• Lead Agency: TriMet</li> <li>• Project Administrator: TriMet</li> <li>• ODOT Key Number: <b>TBD – New Project</b></li> <li>• MTIP ID#: TBD (new entry not yet assigned in the MTIP)</li> </ul>	

- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through USDOT March 21, 2023, Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 Memo.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$3 million.

### **Description of Changes**

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The project will make critical station improvements to TriMet's 82<sup>nd</sup> Ave. MAX Station to support ridership recovery, improve urban design and user experience, and improve safety and access to

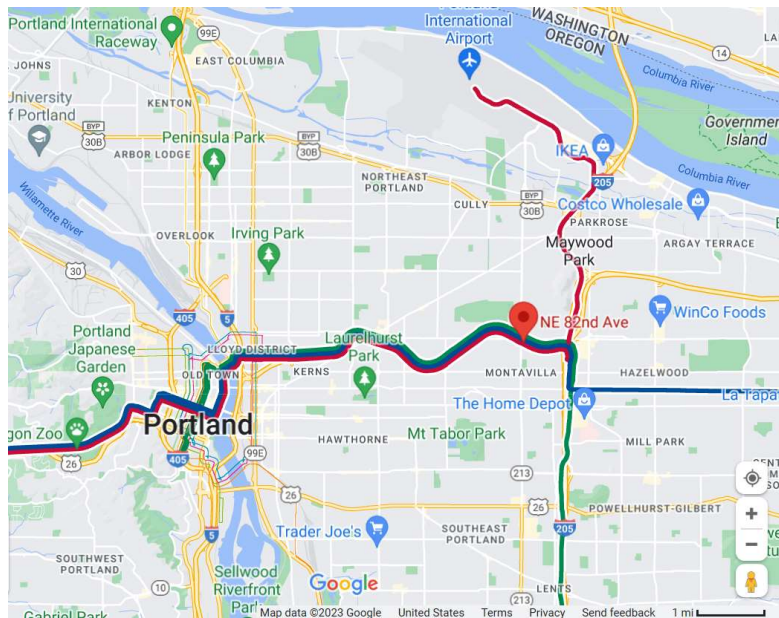
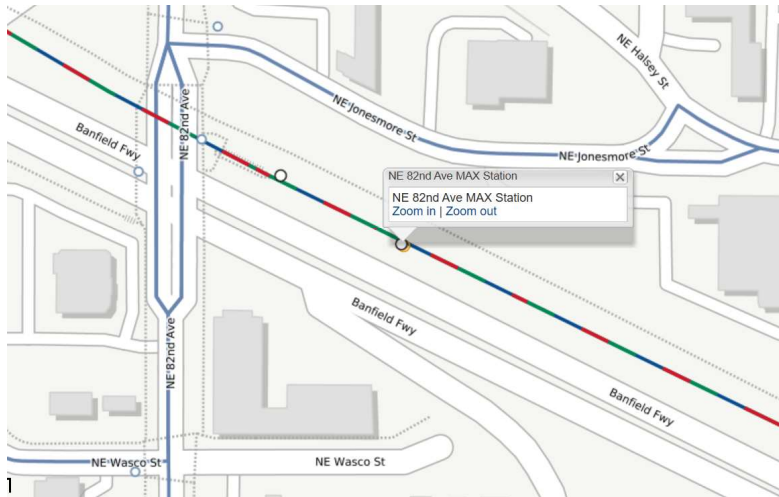


transit. These investments to update the light rail platform, refurbish the existing shelter and improve the safety and comfort for our riders through Crime Prevention Through Environmental Design (CPTED) improvements and updated Design Criteria.

The 82nd Avenue MAX station was designed and constructed as part of the original Banfield Light Rail Project (1986) with one shelter. Though some additional amenities have been added to support increased ridership at the station over time, it is critical that this station be updated and include appropriate shelters and safety/security improvements in line with more current design criteria, especially with improvements to Line 72 that may increase transfers between bus rapid transit.

This Station is in a 2040 Metro Center, serves 3 MAX lines and is a transfer to the Line 72, the bus line that has been the most utilized throughout the pandemic and serves riders that are proportionally lower income and a higher percentage of people of color than almost any other line.

Project Location Map References





Support Item(s):

Proof of Funding/Fiscal Constraint Verification

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

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton - West Main Street Rehabilitation	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River	2,332,000	2,332,000		2,332,000	
OR	OR212	Gorge National Scenic Area — Multnomah County, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	181st Ave Safety Improvements Project — Gresham, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	1,360,000	1,360,000		1,360,000	
OR	OR215	Main Avenue/OR 104 Pedestrian Route	4,000,000	4,000,000		4,000,000	
OR		Beaverton Downtown Loop					

<b>Project #5</b> <b>Key</b> <b>TBD</b>	<b>TriMet Oregon City Transit Center</b> <b>(Add new project)</b> <b>Lead Agency: TriMet</b>
<p><b><u>Project Description:</u></b>  <b>This project includes acquisition of property, design and planning, sitework, construction and renovation of facilities at the Oregon City Transit Center for improved transit operations (ID# 2023-CMPJ-095)</b></p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> <li>• Lead Agency: TriMet</li> <li>• Project Administrator: TriMet</li> <li>• ODOT Key Number: <b>TBD – New Project</b></li> <li>• MTIP ID#: TBD (new entry not yet assigned in the MTIP)</li> <li>• RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2</li> <li>• Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.</li> <li>• Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).</li> <li>• OTC approval No.</li> <li>• Performance Measurements applicable: Yes - Transit.</li> <li>• Special Amendment Performance Assessment Required: No</li> <li>• Were overall RTP Consistency checks achieved and satisfactory: Yes.</li> <li>• Can the required changes be made without issues: Yes.</li> <li>• Additional information: The Congressional earmark is \$5 million.</li> </ul>	
<p><b><u>Description of Changes</u></b></p> <p>The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.</p> <p>From:</p> <div data-bbox="302 1608 1318 1911" style="border: 1px solid #00728f; padding: 10px;">  <b>JEFF MERKLEY</b> <span style="float: right;"> <a href="#">ABOUT</a> <a href="#">NEWS</a> <a href="#">HELPING YOU</a> <a href="#">CONNECT</a>  </span> <p><a href="#">Home</a> / <a href="#">News</a> / <a href="#">In the News</a> / <a href="#">News Article</a></p> <h2 style="text-align: center;">FEDS GIVE \$5M TO TRIMET FOR OREGON CITY TRANSIT CENTER'S EXPANDED CAPACITY</h2> <p style="text-align: center;">Tuesday, January 10, 2023</p> <p>By: Raymond Rendleman  <a href="#">Oregon City News</a></p> </div>	



The redesign will double the bus capacity, provide reliable transit schedule information, and add additional bus shelters, lighting and security cameras," said outgoing Congressman Kurt Schrader, who represented Clackamas County from 2009-22.

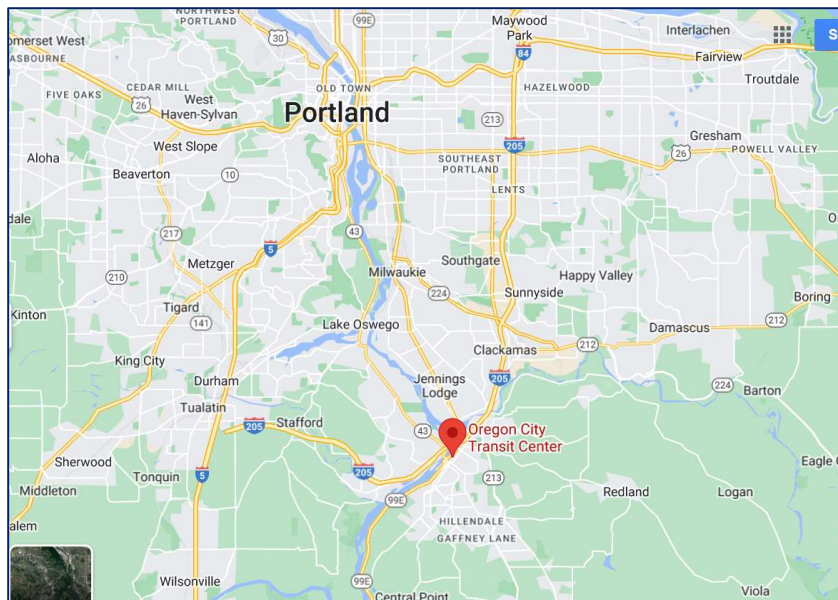


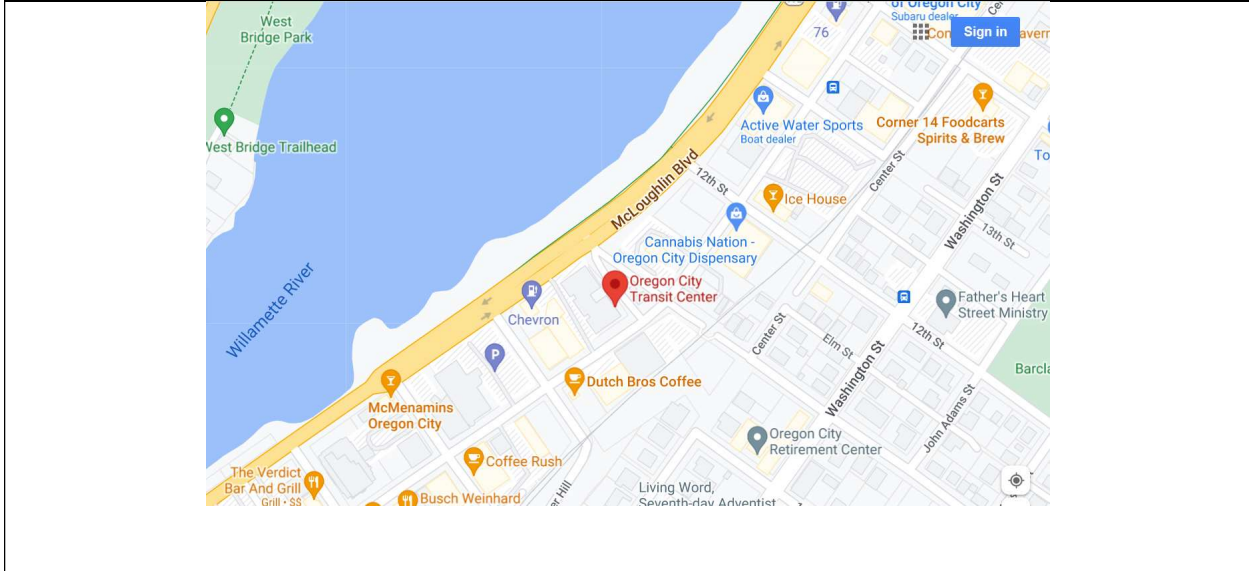
TriMet spokesperson Tia York said that the Oregon City Transit Center redesign project still needs an architect to create renderings, so it's unknown when construction would take place at the corner of 11th and Main streets. York said that the project will support TriMet and partner transit agencies' long-term goals to increase ridership through new and improved bus service in Clackamas County.

"The project will expand and retrofit the existing transit center to add bus layover facilities, including space for non-TriMet bus service partners," York said. "Riders can expect new lighting, bus stop shelters and other improvements that will make the transit center safer and easier to use, including sidewalk improvements along McLoughlin Boulevard.



### Project Location Map References





**Support Item(s):**

**Proof of Funding/Fiscal Constraint Verification**

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
FY2023 Transit Infrastructure Grants-Community Project Funding/Congressionally Directed Spending				
<i>The amounts allocated in this notice are made available for the purposes, and in the amounts, specified in the explanatory statement accompanying the Consolidated Appropriations Act, 2023 ( Pub. L. 117-402, Dec. 30, 2022).</i>				
State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



United States of America

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 117<sup>th</sup> CONGRESS, SECOND SESSION

Vol. 168

WASHINGTON, TUESDAY, DECEMBER 20, 2022

No. 198—Book III

## Senate

EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2617, CONSOLIDATED APPROPRIATIONS ACT, 2023

The following is an explanation of the Consolidated Appropriations Act, 2023.

**DIVISION I—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES' APPROPRIATIONS ACT, 2023**

**CONGRESSIONAL DIRECTIVES**  
The joint explanatory statement accompanying this division is approved and indicates congressional intent. Unless otherwise noted, the language set forth in House Report 117-462 carries the same weight as language included in this joint explanatory statement and should be compiled with uniformity with the explanatory statement.

grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

**TRANSPARENCY REQUIREMENT**  
The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer expense.

**FEDERALLY FUNDED RESEARCH**

The agreement urges the Departments funded under this division to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

**HUMAN TRAFFICKING**

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) 5307 program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

Department of Transportation	Transit Infrastructure Grants	Oregon City Transit Center	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Schrader		H
Department of Transportation	Transit Infrastructure Grants	South Salem Mobility as a Service (MaaS) Transit Facility	Salem Area Mass Transit District	OR	2,560,000	Schrader	MerKey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Station Square Station Improvement Project	Port Authority of Allegheny County	PA	5,000,000	Doyle, Michael F.	Casey	H
Department of Transportation	Transit Infrastructure Grants	Bus Replacement	Amtran	PA	900,000	Joyce (PA)		H

December 20, 2022

<b>Project #6</b>	<b>Willamette Shore Line Rail &amp; Trestle Repair</b>
<b>Key</b>	<b>(Add new project)</b>
<b>TBD</b>	<b>Lead Agency: TriMet</b>

**Project Description:**

**The WSL improvements will upgrade the South Miles Street crossing, replace Jones trestle, conduct mitigation associated with geotech exploration and miscellaneous trestle and track improvements along with routine maintenance (ID# 2023-CMPJ-096)**

**Identifications/Key Consistency Check Areas:**

- Lead Agency: TriMet
- Project Administrator: TriMet
- ODOT Key Number: **TBD – New Project**
- MTIP ID#: TBD (new entry not yet assigned in the MTIP)
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes. Approved Congressional funding for the project has been verified through the 12/20/2022 Senate Congressional Record – Community Project Funding/Congressional Directed Spending project list.
- Conformity Status: The project is exempt from air quality analysis and is considered a non- capacity enhancing project per 40 CFR 93.126, Table 2 – Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- OTC approval No.
- Performance Measurements applicable: Yes - Transit.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: The Congressional earmark is \$2 million.

**Description of Changes**

The formal amendment adds the new Congressional Directed Spending project to the 2021-24 MTIP.

The Willamette Shore Line Rail & Trestle Repair project continues the maintenance and repair work

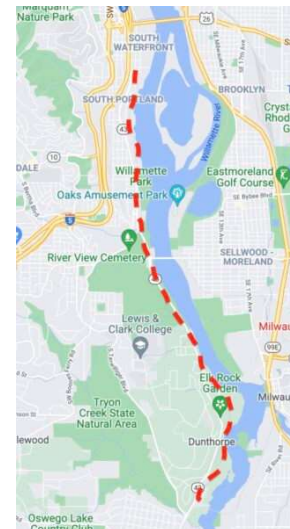
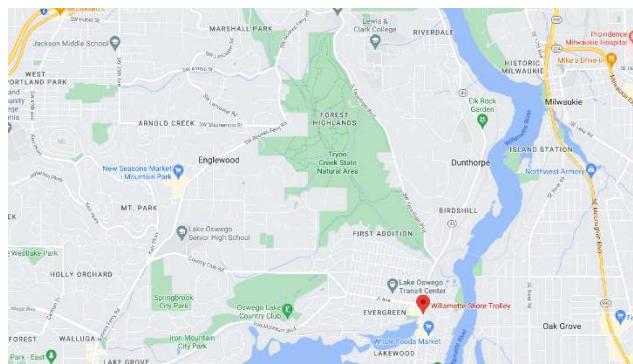


initiated in the early project programmed in Key 22666. The earmark represents follow-on funding in support of the rail and trestle repair activities.

The Willamette Shore Trolley is a heritage railroad or heritage streetcar that operates along the west bank of the Willamette River between Portland and. The right-of-way is owned by a group of local-area governments who purchased it in 1988 in order to preserve it for potential future rail transit. Streetcar excursion service began operating on a trial basis in 1987, lasting about three months, and regular operation on a long-term basis began in 1990. The Oregon Electric Railway Historical Society has been the line's operator since 1995.

The railroad offers passenger excursions using a historic or replica-historic trolley on a former Southern Pacific line previously known as the Jefferson Street Branch Line. The line runs for 5.5 miles (9 km), including a passage through the 0.25-mile-long (0.4 km) Elk Rock Tunnel.

Project Location Map References



Support Item(s):

Proof of Funding/Fiscal Constraint Verification

FEDERAL TRANSIT ADMINISTRATION				
TABLE 20				
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State	Recipient	Project ID	Project Description	Amount
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-094	Merlo Bus Garage Zero Emission Retrofit	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-095	Oregon City Transit Center	\$5,000,000
OR	Tri-County Metropolitan Transportation District of Oregon	2023-CMPJ-096	Willamette Shore line Improvements Phase II - Portland	\$2,000,000



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Vol. 168 WASHINGTON, TUESDAY, DECEMBER 20, 2022 No. 198—Book III

## Senate

**EXPLANATORY STATEMENT SUBMITTED BY MR. LEAHY, CHAIR OF THE SENATE COMMITTEE ON APPROPRIATIONS, REGARDING H.R. 2027, CONSOLIDATED APPROPRIATIONS ACT, 2023.**

The following is an explanation of the Consolidated Appropriations Act, 2023.

**DIVISION L—TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2023**

**CONGRESSIONAL DIRECTIVES**

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grammatic duplication identified by the annual Government Accountability Office (GAO) reports along with legal barriers preventing the agency's ability to further reduce duplication and legislative recommendations, if applicable.

**TRANSPARENCY REQUIREMENT**

The agreement directs the Secretary of Transportation to follow recommendations suggested by the GAO in the GAO-19-541 report and issue a department-wide directive to promote transparency and fairness by establishing uniform procedures to be followed by the DOT in reviewing and selecting discretionary grants. The Secretary shall report to the House and Senate Committees on Appropriations within 90 days of the enactment of this act.

The agreement directs the agencies in this act to state within the text, audio, or video used for new advertising purposes, including advertising posted on the Internet, that the advertisements are printed, published, or produced and disseminated at U.S. taxpayer

**FEDERALLY FUNDED RESEARCH**

The agreement urges the Department of Justice to continue efforts to affirmatively determine and make available on a publicly accessible website a justification that Federally funded research grants or agreements promote the progress of science in the United States or will advance a national security or economic interest.

**HUMAN TRAFFICKING**

The agreement encourages the DOT to continue efforts to combat human trafficking through the transportation leaders against human trafficking initiative and the blue lightning initiative. The agreement encourages prioritizing grants from the Federal Transit Administration's (FTA) Smart program and the Federal Aviation Administration's (FAA) airport improvement program to transit providers and airport sponsors serving areas with high rates of human trafficking. In addition, the DOT should also encourage use of best practices and recommendations from the DOT advisory committee on human

**DEPARTMENT OF TRANSPORTATION—Continued**  
(Community Project Funding/Congressionally Directed Spending)

Agency	Account	Project	Recipient	State	Amount	Requester(s)		Originator
						House	Senate	
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road Hunterspoint Station Rehabilitation Project	Metropolitan Transportation Authority	NY	5,000,000	Maloney, Carolyn B.		H
Department of Transportation	Transit Infrastructure Grants	Long Island Rail Road (LIRR) Forest Hills Platform Extensions & Elevators Project	Metropolitan Transportation Authority	NY	7,000,000	Meng		H
Department of Transportation	Transit Infrastructure Grants	EZConnect One-Call Center	Stark Area Regional Transit Authority	OH	1,250,000		Brown	S
Department of Transportation	Transit Infrastructure Grants	Rickenbacker Area Mobility Center	Central Ohio Transit Authority	OH	3,000,000	Beatty	Brown	H
Department of Transportation	Transit Infrastructure Grants	Rail Car Replacement Program	Greater Cleveland Regional Transit Authority	OH	5,000,000	Brown (OH)	Brown	H
Department of Transportation	Transit Infrastructure Grants	Lawrence County Transit Multimodal Parking Facility Construction	Lawrence County Port Authority	OH	2,500,000	Johnson (OH)		H
Department of Transportation	Transit Infrastructure Grants	Willamette Shore Line Improvements Phase II — Portland	Tri-County Metropolitan Transportation District of Oregon	OR	2,000,000	Blumenauer		H
Department of Transportation	Transit Infrastructure Grants	Metro bus garage Zero Emission Retrofit	Tri-County Metropolitan Transportation District of Oregon	OR	5,000,000	Boromaci		H
Department of Transportation	Transit Infrastructure Grants	Fleet Fall Protection & Crane Project	Lane Transit District	OR	800,000	Defazio	Merkey, Wyden	H
Department of Transportation	Transit Infrastructure Grants	Benton Area Transit Fleet Replacement	Oregon Department of Transportation	OR	1,512,000	Defazio	Merkey, Wyden	H

S9402

CONGRESSIONAL RECORD — SENATE

### METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a

regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

- Determined the project is eligible to be added to the MTIP or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the May FFY 2023 Formal MTIP amendment (MY23-09-MAY) will include the following:

<u>Action</u>	<u>Target Date*</u>
• TPAC Agenda mail-out.....	April 28, 2023
• Initiate the required 30-day public notification process.....	May 2, 2023**
• TPAC notification and approval recommendation.....	May 5, 2023
• JPACT approval and recommendation to Council.....	May 18, 2023
• Completion of public notification process.....	May 31, 2023
• <b>Metro Council approval.....</b>	<b>May 31/June 1, 2023***</b>

Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
- \*\*\* The Council date for the May Formal MTIP amendment has not been assigned as of 5/5/2023. Staff expects a final Council date confirmation to occur in early June.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	June 7 ,2023
• USDOT clarification and final amendment approval.....	Mid-July 2023

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
  - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020

3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 23-5338 on May 18, 2023, and now recommends Metro Council provide the final approval for Resolution 23-5338 to add the six new projects to the 2021-24 MTIP.**

No Attachments.