

2021-2026 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 22-5283

September FFY 2023 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: SP23-01-SEP

Total Number of Projects: 15

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
ODOT Key # 22609 MTIP ID TBD	ODOT	OR8: East Lane (Cornelius) (New Project)	Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
ODOT Key # 22613 MTIP ID TBD	ODOT	Portland Metro and Surrounding Areas Safety Reserve (New Project)	Funds to be available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
ODOT Key # 22645 MTIP ID TBD	Multnomah County	Broadway Bridge Deck Replacement (New Project)	Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)	<u>ADD NEW PROJECT</u> The Formal Amendment adds the new project with ODOT Bridge program awarded funding.

ODOT Key # 20874 MTIP ID 70904	SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDS:</u> Increase authorized FTA Section 5307 funds to the project per updated UZA apportionments
ODOT Key # 22190 MTIP ID 71134	SMART	SMART Senior and Disabled Program (2022)	Services and Facility Improvements for Elderly and Disabled Customers	<u>CANCEL PROJECT:</u> Key 22190 is canceled as SMART has traded funds with TriMet. Key 22190 is no longer a project.
ODOT Key # 22191 MTIP ID 71139	SMART	SMART Bus and Bus Facilities (Capital) 2022	Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u>FUNDING AND DESCRIPTION:</u> Decrease authorize FTA section 5339 fund s and expand description per FTA guidance
ODOT Key # 22192 MTIP ID 71144	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project per the updated UZA Apportionment letter
ODOT Key # 22193 MTIP ID 71135	SMART	SMART Senior and Disabled Program (2023)	Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.
ODOT Key # 22194 MTIP ID 71140	SMART	SMART Bus and Bus Facilities (Capital) 2023	Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u>SLIP & FUNDING:</u> Decrease projected authorized 5339 funds and slip project to FFY 2024

<p>ODOT Key # 22195 MTIP ID 71145</p>	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2023	Maintenance and Bus Fleet Replacement and Software	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>ODOT Key # 22196 MTIP ID 71136</p>	SMART	SMART Senior and Disabled Program (2024)	<p>Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</p>	<p><u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.</p>
<p>ODOT Key # 22198 MTIP ID 71146</p>	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2024	Maintenance and Bus Fleet Replacement and Software	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project</p>
<p>ODOT Key # 22164 MTIP ID 71103 (Note: New ODOT Key to be assigned)</p>	TriMet	<p>Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)</p>	<p>Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district</p>	<p><u>SCOPE ADJUSTMENT & ADVANCE:</u> The formal amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope based on TriMet's planned use for the STBG funds</p>
<p>ODOT Key # 22181 MTIP ID 71210</p>	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	Capital Maintenance For Bus And Rail for continued service	<p><u>ADD FUNDING:</u> Increase authorized 5337 funds based on revised FFY 2023 FTA UZA estimates</p>

ODOT Key # 22184 MTIP ID 71213	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<u>ADD FUNDING:</u> Increase authorized 5310 funds based on revised FFY 2023 FTA UZA estimates
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2021-2027 MTIP Formal Amendment Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. OTC approval occurred to add the project on July 14, 2022.



Metro 2021-27 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Update Entry
ADD NEW PROJECT
Add new OTC approved project to
the MTIP

Lead Agency: ODOT		Project Type: Highway	ODOT Key: 22609
Project Name: OR8: East Lane (Cornelius)	1	Fiscal Constraint Cat: SM&O	MTIP ID: NEW-TBD
		ODOT Type: Safety	Status: 2
		Performance Meas: Safety	Comp Date: 12/31/2027
		Capacity Enhancing: No	RTP ID: 12095
		Conformity Exempt: Yes	CMP: Yes
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		30 Day Notice Begin: 8/30/2022	TCM: No
		30 Day Notice End: 9/28/2022	TSMO Award: No
		Funding Source: ODOT	TSMO Cycle: N/A
		Funding Type: AC	RFFA ID: No
		State Highway Route: OR 8	RFFA Cycle: N/A
		Mile Post Begin: 15.20	UPWP: No
		Mile Post End: 15.20	UPWP Cycle: N/A
		Length: 0.00	Past Amend: 0
		Flex Transfer to FTA: No	Council Appr: Yes
		FTA Conversion Code: N/A	Council Date: 10/6/2022
		1st Year Program'd: 2023	OTC Approval: Yes
		Years Active: 0	OTC Date: 7/14/2022
	STIP Amend #: 21-24-2140	MTIP Amnd #: SP23-01-SEP	
Short Description: Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.			

Detailed Description: On OR8/Baseline St, (Tualatin Valley Highway) at MP 15.20 in eastern Cornelius, install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross (OTC approval = Yes, 7/14/2022 - ODOT FY 2022 Annual Amendment)

STIP Description: Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2023		\$ 190,800				\$ 190,800
AC-STBGS	ACP0	2023					\$ 709,200	\$ 709,200
								\$ -
Note: Federal share is set at 90%							Federal Totals:	\$ 900,000
State Funds								
State	Match	2023		\$ 21,200				\$ 21,200
State	Match	2023					\$ 78,800	\$ 78,800
								\$ -
Note: Required minimum match is set at 10%							State Total:	\$ 100,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 212,000	\$ -	\$ -	\$ 788,000	\$ 1,000,000
Total Project Cost Estimate (all phases):							\$	1,000,000
Year of Expenditure Cost Amount:							\$	1,000,000

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ 212,000	\$ -	\$ -	\$ 788,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:		\$ 21,200			\$ 78,800	\$ 100,000
Revised Match Percent:		10.00%			10.00%	10.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: Adds the new OTC approved ODOT safety improvement project on OR8 to the MTIP					
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC item, project location map, and project cost estimation					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? Start = August 30, 2022 through September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No					
6	Added clarifying notes: The project is part of the ODOT Annual Amendment to OTC in July 2022.					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Safety					
2A	Does the amendment include fiscal updates? Yes, - initial fund programing of \$1 million for the project					
2B	What is the funding source for the project? ODOT funding programs					
2C	Was the Proof-of Funding requirement satisfied and how? July 2022 OTC item with project funding and approval request.					
2D	Was overall fiscal constraint demonstrated? Yes					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is exempt from modeling requirements
4	What RTP Goal does the project fit under? Goal 5 - Safety and Security. Goal Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes Motor Vehicle and Pedestrian networks
2B	What is the Metro modeling designation? Major Arterial in the Motor Vehicle network and Pedestrian Parkway in the Pedestrian network
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

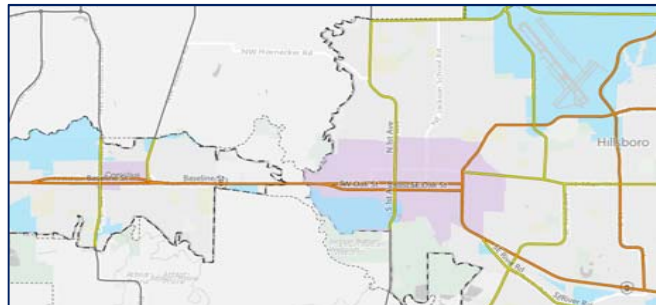
Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total	Difference
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00	\$7,000,000.00
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00	\$2,537,377.00
22431	1	OR141/OR217 curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00	\$1,925,639.00
22432	1	US30BY curb ramps	var	var		PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06	\$8,333,068.06
22603	1	I-405 Fremont bridge (Millamette River) West ramps	var	var		PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00	\$11,759,000.00
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2		PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00	\$1,000,000.00
22622	1	Portland Metro and surrounding area safety reserve	var	var		CN	Safety	Volunteer Safety	\$0.00	\$2,000,000.00	\$2,000,000.00
18271	2	US101 at Asbury Creek	34.7	34.8	01796	PE, CN		Fix-It SW Fish Pass	\$7,300,000.00	\$3,400,000.00	-\$3,900,000.00
							Fish Passage				
19929	2	I-5: Kuebler Blvd to Delaney Rd widening	248.41	251.53	07524B, 07442, 16161	PE & CN		Enhance Region 2 Fix-It SW Bridge	\$35,960,436.00	\$50,460,436.00	\$14,500,000.00
							Modernization				

Fund Codes

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR		100.00%	212,000.00	90.00%	190,800.00	10.00%	21,200.00	0.00%	0.00
	PE Totals				100.00%		190,800.00		21,200.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	788,000.00	90.00%	709,200.00	10.00%	78,800.00	0.00%	0.00
	CN Totals				100.00%		709,200.00		78,800.00		0.00
Grand Totals					1,000,000.00		900,000.00		100,000.00		0.00



2021-2027 MTIP Formal Amendment Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. OTC approval occurred to add the project on July 14, 2022.



Metro 2021-27 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Update Entry
ADD NEW PROJECT
Add new OTC approved project to
the MTIP

Lead Agency:	ODOT		Project Type:	Highway	ODOT Key:	22613
Project Name:		2	Fiscal Constraint Cat:	SM&O	MTIP ID:	NEW-TBD
Portland Metro and Surrounding Areas Safety Reserve			ODOT Type	Safety	Status:	0
			Performance Meas:	Safety	Comp Date:	12/31/2027
Project Status:			Capacity Enhancing:	No	RTP ID:	12095
0 = No activity.			Conformity Exempt:	Yes	CMP:	Yes
			30 Day Notice Begin:	8/30/2022	TCM:	No
			30 Day Notice End:	9/28/2022	TSMO Award	No
			Funding Source:	ODOT	TSMO Cycle	N/A
			Funding Type:	AC	RFFA ID:	No
			State Highway Route	Region	RFFA Cycle:	N/A
			Mile Post Begin:	N/A	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
Short Description:			Flex Transfer to FTA:	No	Council Appr:	Yes
Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.			FTA Conversion Code:	N/A	Council Date:	10/6/2022
			1st Year Program'd:	2023	OTC Approval:	Yes
			Years Active:	0	OTC Date	7/14/2022
			STIP Amend #:	21-24-2144	MTIP Amnd #:	SP23-01-SEP

Detailed Description: Across the Region 1 total four county area, establish a safety bucket reserve to support future urgent safety issues and project safety improvement needs are time sensitive and require immediate mitigation. Similar to Emergency Relieve funding bucket logic. (OTC approval: July 14, 2022)

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2023					\$ 900,000	\$ 900,000
								\$ -
								\$ -
Note: Federal share is set at 90%							Federal Totals:	\$ 900,000
State Funds								
State	Match	2023					\$ 100,000	\$ 100,000
								\$ -
								\$ -
Note: Required minimum match is set at 10%							State Total:	\$ 100,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Total Project Cost Estimate (all phases):							\$	1,000,000
Year of Expenditure Cost Amount:							\$	1,000,000

Programming Summary Details

Why project is short programmed if applicable: N/A.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:					\$ 100,000	\$ 100,000
Revised Match Percent:					10.00%	10.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action? Adds the new OTC approved ODOT safety improvement reserve bucket within Region 1 (Metro MPA boundary area to the MTIP. As specific eligible projects emerge and are approved, the funding in the bucket will be split off in support of the new safety project.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and OTC staff item.
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? Start = August 30, 2022 through September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: The project is part of the ODOT Annual Amendment submitted to OTC in July 2022.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes, - initial fund programing of \$1 million for the project
2B	What is the funding source for the project? ODOT HB2017 Safety
2C	Was the Proof-of Funding requirement satisfied and how? July 2022 OTC item with project funding and approval request. Copy of staff item and allocation table provided
2D	Was overall fiscal constraint demonstrated? Yes

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is exempt from modeling requirements
4	What RTP Goal does the project support? Goal 5 - Safety and Security. Goal Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Specific awarded projects will be.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? N/A
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Key Number	Region	Project name	BMP	EMP	Bridge #
20435	1	OR99W: I-5 - McDonald St	7.47	13.74	
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136
22431	1	OR141/OR217 curb ramps	var	var	
22432	1	US30BY curb ramps	var	var	
22603	1	I-405 Fremont bridge (Willamette River) West ramps	var	var	
22609	1	OR 8: East Lane (Cornelius)	15.2	15.2	
22613	1	Portland Metro and surrounding areas safety reserve	var	var	
18271	2	US101 at Asbury Creek	34.7	34.8	01796

Phase	Primary Work Type	Funding Responsibility	Current Total	Proposed total
CN	Preservation	Fix-It Region 1 SW ADA	\$26,585,468.00	\$33,585,468.00
CN	Bridge	Fix-It SW Bridge	\$613,496.00	\$3,150,873.00
PE & RW	ADA	SW ADA Transition	\$2,736,658.00	\$4,662,297.00
PE & RW	ADA	SW ADA Transition	\$17,223,369.00	\$25,556,437.06
PE & RW	Bridge	Fix-It SW Bridge	\$0.00	\$11,759,000.00
PE & CN	Safety	ARTS	\$0.00	\$1,000,000.00
OT	Safety	HB2017 Safety	\$0.00	\$1,000,000.00
PE, CN	Fish Passage	Fix-it SW Fish Pass	\$7,300,000.00	\$3,400,000.00

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete. The federal funds for this project were awarded by the ODOT Bridge program.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
ADD NEW PROJECT**
Add new ODOT Bridge Program
awarded project to the MTIP

Lead Agency: ODOT			Project Type:	Local Rd	3	ODOT Key:	22645
Project Name:			Fiscal Constraint Cat:	Capital		MTIP ID:	NEW-TBD
Broadway Bridge Deck Replacement			ODOT Type	Bridge		Status:	4
			Performance Meas:	Bridge		Comp Date:	12/31/2024
Project Status:			Capacity Enhancing:	No		RTP ID:	11902
4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).			Conformity Exempt:	Yes		CMP:	Yes
			30 Day Notice Begin:	8/30/2022		TCM:	No
			30 Day Notice End:	9/28/2022		TSMO Award	No
			Funding Source	ODOT/Local		TSMO Cycle	N/A
			Funding Type:	Bridge/IIJA		RFFA ID:	N/A
			State Highway Route	N/A		RFFA Cycle:	N/A
			Mile Post Begin:	N/A		UPWP:	Yes
			Mile Post End:	N/A		UPWP Cycle:	SFY 2025
			Length:	N/A		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	10/6/2022
			1st Year Program'd:	2023		OTC Approval:	No
			Years Active:	0		OTC Date	N/A
			STIP Amend #: 21-24-2342			MTIP Amnd #: SP23-01-SEP	

Detailed Description: In North Portland on the Broadway Bridge (Broadway St) over the Willamette River between North Interstate Ave and NW Naito Pkwy, replace the existing roadway deck, including streetcar rails on the bascule span, replace the existing differential gear assemblies, motor brakes, machinery brakes, power transmission shafting, plus replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail (ODOT Bridge/IIJA funding award)

STIP Description: Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG - IIJA	Y233	2023					\$ 16,909,486	\$ 16,909,486
								\$ -
Note: IIJA = Infrastructure Investment and Jobs Act							Federal Totals:	\$ 16,909,486
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2021		\$ 2,007,000				\$ 2,007,000
Local	Match	2023					\$ 1,935,366	\$ 1,935,366
								\$ -
Note: PE phase completed by the agency with local funds							Local Total	\$ 3,942,366
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 2,007,000	\$ -	\$ -	\$ 18,844,852	\$ 20,851,852
Total Project Cost Estimate (all phases):							\$	20,851,852
Year of Expenditure Cost Amount:							\$	20,851,852

Programming Summary Details

Why project is short programmed: N/A. The project is 100% programmed in all applicable phases

Phase Change Amount:	\$ -	\$ 2,007,000	\$ -	\$ -	\$ 18,844,852	\$ 20,851,852
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:		\$ 2,007,000			\$ 1,935,366	\$ 3,942,366
Revised Match Percent:		100%			10.27%	18.91%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 2,007,000				Federal Aid ID
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		Not Available				Other Notes PE phase completed with local funds by the agency under IGA #73000-00003551
EA Number:		Not assigned				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Adds the new Multnomah County Broadway Bridge Deck Replacement project to the MTIP based on the new ODOT Bridge program awarded funding
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Technical Scoping Sheet, Bridge Program Award Summary List, LABSC Minutes summary, project location map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Bridge
2A	Does the amendment include fiscal updates? Yes, adding new funding to the MTIP
2B	What is the funding source for the project? ODOT Bridge Program
2C	Was the Proof-of Funding requirement satisfied and how? Yes, Bridge award list and committee minutes
2D	Was overall fiscal constraint demonstrated? Yes, award list + minutes

RTP Consistency Check Areas

1A	RTP ID and Name: 1. ID# 11902 - Broadway Bridge Rehabilitation 2 2. ID# 12084 - Hawthorne, Burnside, and Broadway Control Systems Rehabilitation
1B	RTP Project Descriptions: - 11902: Electrical/structural upgrade to gates (BCIP12), fix pavement and update drainage, restripe (BCIP13); replace lighting (BCIP16). - 12084: Rehabilitation control systems on three bridges
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. Exempt per Table 2, 40 CFR 93.126
2B	What is the exception category per the regulation: Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 10, Fiscal Stewardship, Objective 10.1 - Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety plus Operations and Maintenance
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or has a cost greater than \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. The bridge location is identified as a "MAP21 -NHS Principal Arterial"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle Network
2B	What is the Metro modeling designation? Major Arterial in the Motor Vehicle Network
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
State STBGS - IIJA	Federal fund type code. Surface Transportation Block Grant funds appropriated to ODOT which are sourced from the Infrastructure Investment and Jobs Act
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

LABSC Meeting Minutes 04/04/2022

Big Bridge Funding

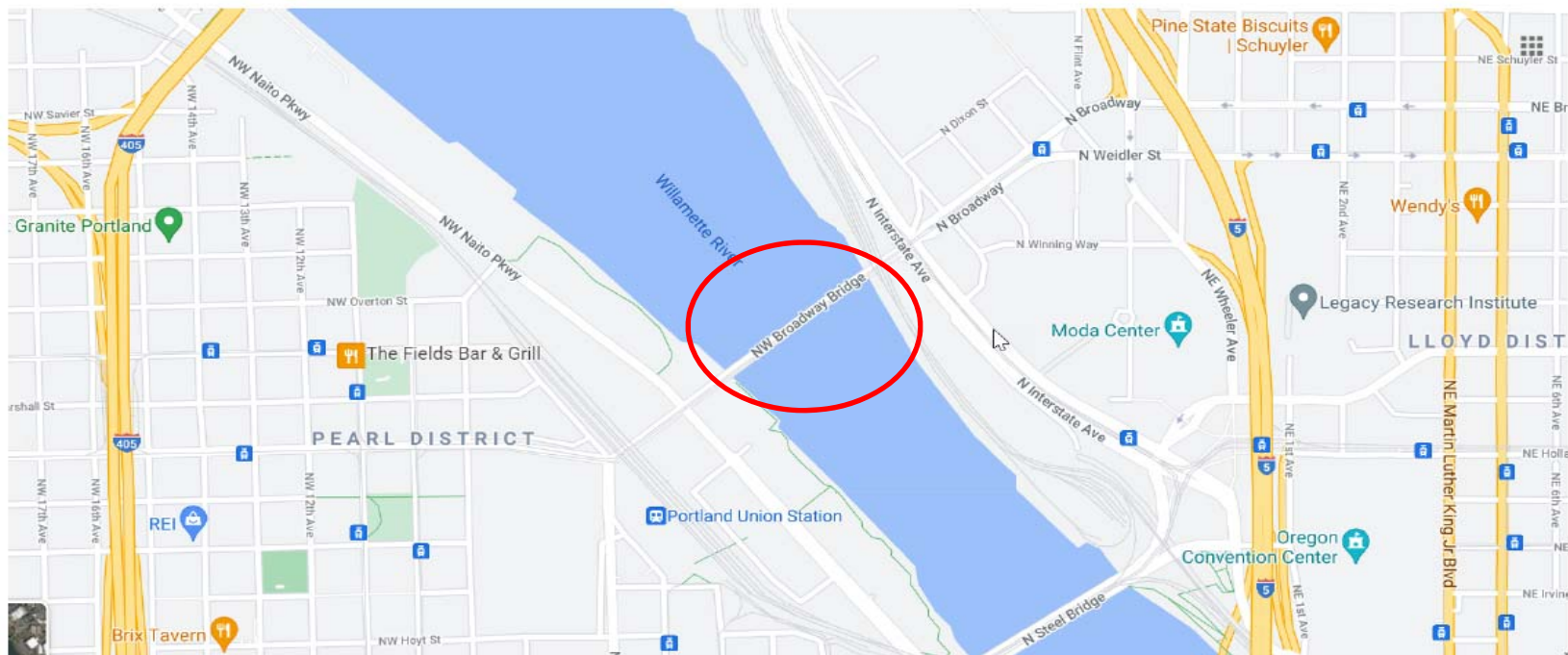
Holly and Michael shared the presentation and spreadsheet for the Big Bridge portion of the Local Bridge Program. Jon led the discussion. Each bridge was reviewed, and Jon shared that the priority for Multnomah County is the Broadway Bridge project that includes the replacement of the FRP deck and machinery for the lift span. The City of Klamath Falls bridge has funding (Key 22042, PE \$271K, CN \$2.5M) which is insufficient. Holly shared there is an estimate for this project from a consultant for \$7.8M, but that is a scoping estimate. Holly suggested that this project should be included in the scoping effort that will take place this summer. Jon suggested using a \$5M placeholder for this bridge project.

The LABSC voted 9-0 to fully fund the first 3 big bridges on the list (Marion County, City of Eugene, Multnomah County Broadway Bridge), and to have the City of Klamath Falls Bridge included in the scoping effort this summer, with a \$5M placeholder for funding.

102.0% Allocation														
Large Rehab			\$31,024,910 Allocated							(\$625,090) Remaining				
Bridge	Agency	Type	On-Off	Region	SRF	TBF	LDF	UBF	saf (sole	nfs (near	hut (high	tmt	tmt	
05789A	Marion County	Rehab	On - Big	2	34.00	0.00	0.00	23.01	1.00	1.00	1.00	3027	1.30	
40056	City of Eugene	Rehab	On - Big	2	10.40	0.00	0.00	24.80	1.00	1.00	1.41	46253	1.41	
a	06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41
b	06757	Multnomah County	Rehab	On - Big	1	7.80	0.00	0.00	0.00	1.00	1.00	1.00	6174	1.41
	06757A	Multnomah County	Rehab	On - Big	1	0.00	0.00	0.00	0.00	1.00	1.00	1.00	790	1.20
	03849B	City of Klamath Falls	Rehab	On - Big	4	21.50	5.00	0.00	13.71	1.00	1.00	1.00	3836	1.30

Construction phase estimated cost -->

\$31,650,000 Selected				102.0% Allocation	
BNM	FCM	TRS	Report	Condition	Cost
1.30	1.41	52.40	Rpt.	Fair	\$6,013,000
1.41	1.40	34.84	Rpt.	Fair	\$1,837,000
1.41	1.40	7.72	Rpt.	Fair	\$18,800,000
1.41	1.40	7.72	Rpt.	Fair	\$15,785,000
1.20	1.40	0.00	Rpt.	Poor	\$20,390,000
1.30	1.40	36.59	Rpt.	Fair	\$5,000,000



2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDS**
Increase authorized UZA formula
allocation

Lead Agency: SMART		Project Type: Transit		ODOT Key: 20874
Project Name: SMART Bus Purchase/PM/Amenities and Technology 2021	4	Fiscal Constraint Cat: Capital		MTIP ID: 70904
		ODOT Type Transit		Status: T22
		Performance Meas: Transit		Comp Date: 12/31/2024
		Capacity Enhancing: No		RTP ID: 12097
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt: Yes		CMP: No
		30 Day Notice Begin: 8/30/2022		TCM: No
		30 Day Notice End: 9/28/2022		TSMO Award No
		Funding Source FTA		TSMO Cycle N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Funding Type: 5307		RFFA ID: N/A
		State Highway Route N/A		RFFA Cycle: N/A
		Mile Post Begin: NA		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
		Length: N/A		Past Amend: 2
		Flex Transfer to FTA No		Council Appr: Yes
		FTA Conversion Code: N/A		Council Date: 10/6/2022
		1st Year Program'd: 2021		OTC Approval: No
		Years Active: 2		OTC Date N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP

Detailed Description: None

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF92	2023	-				\$ 298,758	\$ -
5307	FF92	2023					\$ 428,120	\$ 428,120
								\$ -
							Federal Totals:	\$ 428,120
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 107,030	\$ 107,030
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 107,030
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 535,150	\$ 535,150
Total Project Cost Estimate (all phases):							\$	\$ 535,150
Year of Expenditure Cost Amount:							\$	\$ 535,150

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 161,702	\$ 161,702
Phase Change Percent:	0%	0%	0%	0%	43.3%	43.3%
Revised Match Federal:					\$ 107,030	\$ 107,030
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Increases the eligible 5307 funds for SMART based on a revised 5307 formula fund apportionment to the UZA which is then split among TriMet, SMART, and C-Tran
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5307 funds
2B	What is the funding source for the project? FTA - UZA apportionment
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Transit
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current Programming Amounts			
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Federal	Local	Other	Total
FTA 5307 Funds								
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
CANCEL PROJECT**
From fund trade with TriMet, 22190 is
being canceled

Lead Agency: SMART		Project Type: Transit	5	ODOT Key: 22190
Project Name: SMART Senior and Disabled Program (2022)		Fiscal Constraint Cat: Capital		MTIP ID: 71134
		ODOT Type: Transit		Status: N/A
		Performance Meas: Transit		Comp Date: N/A
Project Status: Canceled		Capacity Enhancing: No		RTP ID: 12097
		Conformity Exempt: Yes		CMP: No
		30 Day Notice Begin: 8/30/2022		TCM: No
		30 Day Notice End: 9/28/2022		TSMO Award: No
		Funding Source: FTA		TSMO Cycle: N/A
		Funding Type: 5310		RFFA ID: N/A
Short Description: Services and Facility Improvements for Elderly and Disabled Customers		State Highway Route: N/A		RFFA Cycle: N/A
		Mile Post Begin: NA		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
		Length: N/A		Past Amend: 1
		Flex Transfer to FTA: No		Council Appr: Yes
		FTA Conversion Code: N/A		Council Date: 10/6/2022
		1st Year Program'd: 2022		OTC Approval: No
		Years Active: 1		OTC Date: N/A
	STIP Amend #: TBD			MTIP Amnd #: SP23-01-SEP

Detailed Description: None

*** CANCELED PROJECT ***

STIP Description: Slip Other/Transit phase with \$41,000 of 5310 plus match from FFY 2022 to FFY 2023

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 -

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 41,000	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
								\$ -
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (51,250)	\$ (51,250)
Phase Change Percent:	0%	0%	0%	0%	-100.0%	-100.0%
Revised Match Federal:					\$ -	\$ -
Revised Match Percent:					0.0%	0.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Cancels the project based on a prior trade of funds to TriMet.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No
6	Added clarifying notes: The decision was part of the revised apportionments that changed the funding levels for both SMART and TriMet.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No
2A	Does the amendment include fiscal updates? Yes, the 5310 funds are canceled from the MTP which results in a zero programming balance.
2B	What is the funding source for the project? FTA - UZA apportionment
2C	Was the Proof-of Funding requirement satisfied and how? Yes, SMART communication to Metro based on the updated Apportionment letter
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
FUNDING & DESCRIPTION**
Update project description and
funding per EOY request

Lead Agency: SMART		Project Type:	Transit		ODOT Key:	22191
Project Name: SMART Bus and Bus Facilities (Capital) 2022	6	Fiscal Constraint Cat:	Capital		MTIP ID:	71139
		ODOT Type	TR-CAP		Status:	T22
		Performance Meas:	Transit		Comp Date:	12/31/2025
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing:	No		RTP ID:	12097
		Conformity Exempt:	Yes		CMP:	No
		30 Day Notice Begin:	8/30/2022		TCM:	No
		30 Day Notice End:	9/28/2022		TSMO Award	No
		Funding Source	FTA		TSMO Cycle	N/A
Short Description: Bus and Bus Facility Upgrades Change to --> Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service		Funding Type:	5339		RFFA ID:	N/A
		State Highway Route	N/A		RFFA Cycle:	N/A
		Mile Post Begin:	NA		UPWP:	No
		Mile Post End:	N/A		UPWP Cycle:	N/A
		Length:	N/A		Past Amend:	1
		Flex Transfer to FTA	No		Council Appr:	Yes
		FTA Conversion Code:	N/A		Council Date:	10/6/2022
		1st Year Program'd:	2022		OTC Approval:	No
		Years Active:	1	OTC Date	N/A	
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP		

Detailed Description: None, ADD ---> **SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as as ADA lift and technology components and bus shelters and signs.**

STIP Description: Bus and bus facility upgrades to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2023	-				\$ 80,000	\$ -
5339	FF30	2024					\$ 48,763	\$ 48,763
								\$ -
Note: 5339 - assumed to be under "Buses and Bus Facilities Formula", section code 34 at 80% federal share							Federal Totals:	\$ 48,763
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2024					\$ 12,190	\$ 12,190
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 12,190
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 90,250	\$ 90,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 60,953	\$ 60,953
Total Project Cost Estimate (all phases):							\$	60,953
Year of Expenditure Cost Amount:							\$	60,953

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (29,297)	\$ (29,297)
Phase Change Percent:	0%	0%	0%	0%	-32.5%	-32.5%
Revised Match Federal:					\$ 12,190	\$ 12,190
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and trade with TriMet, SMART's 5339 program is reduced and slipped to FFY 2024.. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: 5339 funds will now be obligated and expend during FFY 2024

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5339 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5339	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5339 supports buses and Bus Facilities needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ 76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ 80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ 80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500
		SMART Bus and Bus Facilities							

June 8, 2022
Linda Gehrke, Regional Administrator
Federal Transit Administration, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for
the project

Lead Agency: SMART		Project Type: Transit		ODOT Key: 22192
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2022	7	Fiscal Constraint Cat: Capital		MTIP ID: 71144
		ODOT Type: Transit		Status: T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas: Transit		Comp Date: 12/31/2025
		Capacity Enhancing: No		RTP ID: 12097
		Conformity Exempt: Yes		CMP: No
		30 Day Notice Begin: 8/30/2022		TCM: No
		30 Day Notice End: 9/28/2022		TSMO Award: No
		Funding Source: FTA		TSMO Cycle: N/A
		Funding Type: 5307		RFFA ID: N/A
		State Highway Route: N/A		RFFA Cycle: N/A
		Mile Post Begin: NA		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length: N/A		Past Amend: 1
		Flex Transfer to FTA: No		Council Appr: Yes
		FTA Conversion Code: N/A		Council Date: 10/6/2022
		1st Year Program'd: 2022		OTC Approval: No
		Years Active: 1		OTC Date: N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2023	-				\$ 298,758	\$ -
5307	FF91	2023					\$ 576,323	\$ 576,323
								\$ -
							Federal Totals:	\$ 576,323
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 144,080	\$ 144,080
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 144,080
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 720,403	\$ 720,403
Total Project Cost Estimate (all phases):							\$	720,403
Year of Expenditure Cost Amount:							\$	720,403

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 346,955	\$ 346,955
Phase Change Percent:	0%	0%	0%	0%	92.9%	92.9%
Revised Match Federal:					\$ 144,080	\$ 144,080
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program is increased in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and	2023	5307	\$ 298,758	\$ 550,000	\$137,500	\$ -	\$ 687,500

June 8, 2022

Linda Gehrke, Regional Administrator
Federal Transit Administration, Region X
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: Split Letter for FFY2022 Apportionment funding

Dear Ms. Gehrke:

This letter confirms agreement between TriMet, SMART, and C-TRAN on distribution of the Federal FFY2022 full year apportionment Formula funding, ending September 30, 2022, available to the Portland, OR-WA Urbanized Area.

Formula funds include Section 5307 – Urbanized Area Funds (and Section 5340 – Growing States), Section 5337 – High Intensity Motorbus (HIMB), Section 5337 – High Intensity Fixed Guideway (HIFG), State of Good Repair Funds, Section 5339 – Bus and Bus Facilities Funds and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Funds. Distribution of the funds are shown in the table as follows:

Agency	Section 5307	Section 5337 HIFG	Section 5337 HIMB	Section 5339	Section 5310	Total FFY2022 Formula Funds
TriMet	51,930,404 *	38,199,581	24,177	3,048,873	1,961,709 *	95,164,744
SMART	576,323 *	0	0	48,763	0 *	625,086
C-TRAN	7,201,228	0	164,470	618,915	545,101	8,529,714
Total	\$ 59,707,955	\$ 38,199,581	\$ 188,647	\$ 3,716,551	\$ 2,506,810	\$104,319,544

* TriMet and SMART have agreed to a redistribution of SMART's allocation of Section 5310 funds (\$26,714) for TriMet's Section 5307 funds. Amounts in the above table have been adjusted to reflect that agreement.

Each agency will spend and report funds in accordance with respective requirements. If you have any questions or need additional information, please contact Nancy Young-Oliver at TriMet (503-962-5875), Kelsey Lewis at SMART (503-682-4523) or Julie Syring at C-Tran (360-906-7340).

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
DECREASE FUNDING**
Decrease 5310 approved funding for
the project

Lead Agency: SMART		Project Type: Transit	ODOT Key: 22193	
Project Name: SMART Senior and Disabled Program (2023)	8	Fiscal Constraint Cat: SM&O	MTIP ID: 71135	
		ODOT Type: Transit	Status: T22	
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas: Transit	Comp Date: 12/31/2025	
		Capacity Enhancing: No	RTP ID: 12097	
		Conformity Exempt: Yes	CMP: No	
		30 Day Notice Begin: 8/30/2022	TCM: No	
		30 Day Notice End: 9/28/2022	TSMO Award: No	
Short Description: Existing: Services and Facility Improvements for Elderly and Disabled Customers Replace with ---> Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.		Funding Source: FTA	TSMO Cycle: N/A	
		Funding Type: 5310	RFFA ID: N/A	
		State Highway Route: N/A	RFFA Cycle: N/A	
		Mile Post Begin: NA	UPWP: No	
		Mile Post End: N/A	UPWP Cycle: N/A	
		Length: N/A	Past Amend: 0	
		Flex Transfer to FTA: No	Council Appr: Yes	
		FTA Conversion Code: N/A	Council Date: 10/6/2022	
		1st Year Program'd: 2023	OTC Approval: No	
		Years Active: 0	OTC Date: N/A	
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP

Detailed Description: ADD ---> **FTA formula Section program funds supporting ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville**

STIP Description: Services and facility improvements for elderly and disabled customers.

Last Amendment of Modification: None. First amendment to MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 41,000	\$ -
5310	F160	2023					\$ 26,000	\$ 26,000
								\$ -
							Federal Totals:	\$ 26,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2023					\$ 6,500	\$ 6,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 6,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 32,500
Total Project Cost Estimate (all phases):							\$	32,500
Year of Expenditure Cost Amount:							\$	32,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (18,750)	\$ (18,750)
Phase Change Percent:	0%	0%	0%	0%	-36.6%	-36.6%
Revised Match Federal:					\$ 6,500	\$ 6,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and the fund trade with TriMet. MSART planned FFY 2023 5310 funding is being reduced. The net cost change is 36.8% which is above FTA's administrative threshold of 30%.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the 5310 program apportionment amounts.
2B	What is the funding source for the project? FTA - UZA apportionment and the fund trade with TriMet authorized by SMART
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? No
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



Metro 2021-27 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
SLIP & FUNDING**
Update projected 5339 funding and
slip to FFY 2024

Lead Agency: SMART		Project Type:	Transit	ODOT Key:	22194
Project Name: SMART Bus and Bus Facilities (Capital) 2023	9	Fiscal Constraint Cat:	Capital	MTIP ID:	71140
		ODOT Type	TR-CAP	Status:	T22
		Performance Meas:	Transit	Comp Date:	12/31/2025
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing:	No	RTP ID:	12097
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	8/30/2022	TCM:	No
		30 Day Notice End:	9/28/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5339	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	10/6/2022
		1st Year Program'd:	2022	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #:	TBD	MTIP Amnd #:	SP23-01-SEP

Detailed Description: None, ADD ---> SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to rehabilitate bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to provide amenities such as ADA lift and technology components and bus shelters and signs.

STIP Description: Bus and bus facility upgrades to ensure continued service.

Last Amendment of Modification: None. First amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2023	-				\$ 80,000	\$ -
5339	FF30	2024					\$ 50,000	\$ 50,000
								\$ -
Note: 5339 - assumed to be under "Buses and Bus Facilities Formula", section code 34 at 80% federal share							Federal Totals:	\$ 50,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 10,250	\$ -
Local	Match	2024					\$ 12,190	\$ 12,190
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 12,190
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 90,250	\$ 90,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 62,190	\$ 62,190
Total Project Cost Estimate (all phases):							\$	62,190
Year of Expenditure Cost Amount:							\$	62,190

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (28,060)	\$ (28,060)
Phase Change Percent:	0%	0%	0%	0%	-31.1%	-31.1%
Revised Match Federal:					\$ 12,190	\$ 12,190
Revised Match Percent:					19.6%	19.6%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and trade with TriMet, SMART's 5339 program is reduced and slipped to FFY 2024. The cost change exceeds FTA administrative threshold of 30% for cost changes.					
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Are a significant amount of comments expected to be received requiring a comments log summary to Metro Communications Staff? No					
6	Added clarifying notes: 5339 funds will now be obligated and expend during FFY 2024					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Transit					
2A	Does the amendment include fiscal updates? Yes, changes to the 5339 program apportionment					
2B	What is the funding source for the project? FTA - UZA apportionment with a fund trade and final changes authorized by SMART					
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART					
2D	Was overall fiscal constraint demonstrated? Yes.					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Transit
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5339	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5339 supports buses and Bus Facilities needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

FTA 5339 Funds										
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	2022	5339	\$ 70,000	\$ 47,887	\$ 9,577	\$ -	\$ 57,464	
20870	SMART	SMART Bus and Bus Facilities (Capital) 2020	2022 2023	5339	\$ 76,800	\$ 53,644	\$ 13,411	\$ -	\$ 67,055	
20871	SMART	SMART Bus and Bus Facilities (Capital) 2021	2023	5339	\$ 80,000	\$ 50,800	\$ 12,700	\$ -	\$ 63,500	
22191	SMART	SMART Bus and Bus Facilities (Capital) 2022	2023 2024	5339	\$ 80,000	\$ 48,763	\$ 12,190	\$ -	\$ 60,953	
22194	SMART	SMART Bus and Bus Facilities (Capital) 2023	2023 2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	
22197	SMART	SMART Bus and Bus Facilities (Capital) 2024	2024	5339	\$ 80,000	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for
the project

Lead Agency: SMART		Project Type: Transit		ODOT Key: 22195
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2023	10	Fiscal Constraint Cat: Capital		MTIP ID: 71145
		ODOT Type Transit		Status: T22
		Performance Meas: Transit		Comp Date: 12/31/2025
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing: No		RTP ID: 12097
		Conformity Exempt: Yes		CMP: No
		30 Day Notice Begin: 8/30/2022		TCM: No
		30 Day Notice End: 9/28/2022		TSMO Award No
		Funding Source FTA		TSMO Cycle N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Funding Type: 5307		RFFA ID: N/A
		State Highway Route N/A		RFFA Cycle: N/A
		Mile Post Begin: NA		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
		Length: N/A		Past Amend: 1
		Flex Transfer to FTA No		Council Appr: Yes
		FTA Conversion Code: N/A		Council Date: 10/6/2022
		1st Year Program'd: 2023		OTC Approval: No
		Years Active: 0		OTC Date N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2023	-				\$ 298,758	\$ -
5307	FF91	2023					\$ 550,000	\$ 550,000
								\$ -
							Federal Totals:	\$ 550,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 74,690	\$ -
Local	Match	2023					\$ 137,500	\$ 137,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 137,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 687,500	\$ 687,500
Total Project Cost Estimate (all phases):							\$	687,500
Year of Expenditure Cost Amount:							\$	687,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 314,052	\$ 314,052
Phase Change Percent:	0%	0%	0%	0%	84.1%	84.1%
Revised Match Federal:					\$ 137,500	\$ 137,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program projection increases in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.					
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No					
6	Added clarifying notes:					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Transit					
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment					
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART					
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART					
2D	Was overall fiscal constraint demonstrated? Yes.					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
DECREASE FUNDING**
Decrease 5310 approved funding for the project

Lead Agency:	SMART		Project Type:	Transit	ODOT Key:	22196
Project Name:		11	Fiscal Constraint Cat:	SM&O	MTIP ID:	71136
SMART Senior and Disabled Program (2024)			ODOT Type	Transit	Status:	T22
			Performance Meas:	Transit	Comp Date:	12/31/2026
			Capacity Enhancing:	No	RTP ID:	12097
Project Status:			Conformity Exempt:	Yes	CMP:	No
T22 = Programming actions in progress or programmed in current MTIP			30 Day Notice Begin:	8/30/2022	TCM:	No
			30 Day Notice End:	9/28/2022	TSMO Award	No
			Funding Source	FTA	TSMO Cycle	N/A
			Funding Type:	5310	RFFA ID:	N/A
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	0
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	10/6/2022
			1st Year Program'd:	2024	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP	

Detailed Description: ADD ---> **FTA formula Section program funds supporting ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville**

STIP Description: Services and facility improvements for elderly and disabled customers.

Last Amendment of Modification: None. First amendment to MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2024	-				\$ 41,000	\$ -
5310	F160	2024					\$ 26,000	\$ 26,000
								\$ -
							Federal Totals:	\$ 26,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024	-				\$ 10,250	\$ -
Local	Match	2024					\$ 6,500	\$ 6,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 6,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,500	\$ 32,500
Total Project Cost Estimate (all phases):							\$	32,500
Year of Expenditure Cost Amount:							\$	32,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (18,750)	\$ (18,750)
Phase Change Percent:	0%	0%	0%	0%	-36.6%	-36.6%
Revised Match Federal:					\$ 6,500	\$ 6,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment and the fund trade with TriMet. MSART planned FFY 2023 5310 funding is being reduced. The net cost change is 36.8% which is above FTA's administrative threshold of 30%.					
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No					
6	Added clarifying notes:					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Transit					
2A	Does the amendment include fiscal updates? Yes, changes to the 5310 program apportionment amounts.					
2B	What is the funding source for the project? FTA - UZA apportionment and the fund trade with TriMet authorized by SMART					
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART					
2D	Was overall fiscal constraint demonstrated? Yes.					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Project Details			Programming History		Current and Revised Programming Amounts				
Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5310 Funds									
20866	SMART	SMART Senior and Disabled Program (2019)	2022	5310	\$ 41,000	\$ 17,628	\$ 4,407	\$ -	\$ 22,035
20867	SMART	SMART Senior and Disabled Program (2020)	2022	5310	\$ 41,000	\$ 18,284	\$ 4,571	\$ -	\$ 22,855
20868	SMART	SMART Senior and Disabled Program (2021)	2022	5310	\$ 41,000	\$ 18,552	\$ 4,638	\$ -	\$ 23,190
22190	SMART	SMART Senior and Disabled Program (2022)	2022	5310	\$ 41,000	\$ -	\$ -	\$ -	\$ -
22193	SMART	SMART Senior and Disabled Program (2023)	2023	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
22196	SMART	SMART Senior and Disabled Program (2024)	2024	5310	\$ 41,000	\$ 26,000	\$ 6,500	\$ -	\$ 32,500
5310 Totals:					\$ 246,000	\$ 106,464	\$ 26,616	\$ -	\$ 133,080

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



Metro 2021-27 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
INCREASE FUNDING**
Increase 5307 approved funding for
the project

Lead Agency: SMART		Project Type: Transit		ODOT Key: 22198
Project Name: SMART Bus Purchase/PM/ Amenities and Technology 2024	12	Fiscal Constraint Cat: Capital		MTIP ID: 71146
		ODOT Type: Transit		Status: T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas: Transit		Comp Date: 12/31/2026
		Capacity Enhancing: No		RTP ID: 12097
		Conformity Exempt: Yes		CMP: No
		30 Day Notice Begin: 8/30/2022		TCM: No
		30 Day Notice End: 9/28/2022		TSMO Award: No
		Funding Source: FTA		TSMO Cycle: N/A
		Funding Type: 5307		RFFA ID: N/A
		State Highway Route: N/A		RFFA Cycle: N/A
		Mile Post Begin: NA		UPWP: No
		Mile Post End: N/A		UPWP Cycle: N/A
Short Description: Maintenance and Bus Fleet Replacement and Software		Length: N/A		Past Amend: 0
		Flex Transfer to FTA: No		Council Appr: Yes
		FTA Conversion Code: N/A		Council Date: 10/6/2022
		1st Year Program'd: 2024		OTC Approval: No
		Years Active: 0		OTC Date: N/A
		STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP

Detailed Description: None, ADD --> **For maintenance and bus fleet replacement and s software plus security camera upgrades on vehicle fleet and engineering and design services for SMART Fleet/Administration Phase II Expansion.**

STIP Description: Maintenance, bus fleet replacement and software to ensure continued service.

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2024	-				\$ 298,758	\$ -
5307	FF91	2024					\$ 550,000	\$ 550,000
								\$ -
							Federal Totals:	\$ 550,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024	-				\$ 74,690	\$ -
Local	Match	2024					\$ 137,500	\$ 137,500
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 137,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 687,500	\$ 687,500
Total Project Cost Estimate (all phases):							\$	687,500
Year of Expenditure Cost Amount:							\$	687,500

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 314,052	\$ 314,052
Phase Change Percent:	0%	0%	0%	0%	84.1%	84.1%
Revised Match Federal:					\$ 137,500	\$ 137,500
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: Based on the updated UZA apportionment, SMART's 5307 program projection increases in FFY 2023. The cost change exceeds the 30% administrative threshold which triggers the formal amendment.					
4	MTIP Programming Submitted Supporting Documentation: EOY Project Reviews and guidance from SMART and FTA Apportionment Update letter					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Are a significant amount of comments expected requiring a comments log summary for Metro Communications Staff? No					
6	Added clarifying notes:					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Transit					
2A	Does the amendment include fiscal updates? Yes, changes to the 5307 program apportionment					
2B	What is the funding source for the project? FTA - UZA apportionment with changes authorized by SMART					
2C	Was the Proof-of Funding requirement satisfied and how? Yes, confirmation of the funding changes by SMART					
2D	Was overall fiscal constraint demonstrated? Yes.					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12097 - SMART Operations
1B	RTP Project Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5307	Federal transit funding from the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5307 supports various bus and bus-related activities.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

Key	Lead Agency	Project Name	Current Programmed Year	Federal Fund Type	Current Federal Amounts	Revised Federal	Revised Local	Revised Other	Revised Total
FTA 5307 Funds									
20873	SMART	SMART Bus Purchase/PM Amenities and Technology 2020	2023	5307	\$ 417,404	\$ 417,404	\$ 104,351	\$ -	\$ 521,755
20874	SMART	SMART Bus Purchase/PM Amenities and Technology 2021	2023	5307	\$ 298,758	\$ 428,120	\$ 107,030	\$ -	\$ 535,150
22192	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2022	2023	5307	\$ 298,758	\$ 576,323	\$ 144,080	\$ -	\$ 720,403
22195	SMART	SMART Bus Purchase/PM/Amenities and Technology 2023	2023	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500
22198	SMART	SMART Bus Purchase/PM/Amenities and Technology 2024	2024	5307	\$ 298,758	\$ 550,000	\$ 137,500	\$ -	\$ 687,500

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



Metro 2021-27 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
SCOPE & ADVANCE**
Convert to prevent maint per annual
fund swap & advance

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 22164
Project Name: Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	13	Fiscal Constraint Cat: Capital	MTIP ID: 71103
		ODOT Type: Transit	Status: T22
		Performance Meas: Transit	Comp Date: 12/31/2024
		Capacity Enhancing: No	RTP ID: 11335
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Conformity Exempt: Yes	CMP: No
		30 Day Notice Begin: 8/30/2022	TCM: No
		30 Day Notice End: 9/28/2022	TSMO Award: No
		Funding Source: Metro	TSMO Cycle: N/A
		Funding Type: STBG	RFFA ID: 50392
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district		State Highway Route: N/A	RFFA Cycle: 2022-24
		Mile Post Begin: NA	UPWP: No
		Mile Post End: N/A	UPWP Cycle: N/A
		Length: N/A	Past Amend: 1
		Flex Transfer to FTA: YES	Council Appr: Yes
		FTA Conversion Code: 5307	Council Date: 10/6/2022
		1st Year Program'd: 2023	OTC Approval: No
		Years Active: 0	OTC Date: N/A
		STIP Amend #: TBD	MTIP Amnd #: SP23-01-SEP

Detailed Description: ADD ---> The project is part of Metro and TriMet's annual UPWP STBG for Local funds exchange which provides Metro local funds to support TOD activities and TriMet federal STBG supporting their Preventative Maintenance program needs. TriMet commits the funds to their Preventative Maintenance program which provides labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties (FFY 2023 allocation/SFY 2024 UPWP).

STIP Description: None - To be added

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Y230	2025	-				\$ 3,600,373	\$ -
STBG-U	Y230	2023					\$ 3,600,373	\$ 3,600,373
								\$ -
Note: Annual RFFA Step 1 Metro-TriMet TOD fund swap							Federal Totals:	\$ 3,600,373
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 412,079	\$ -
Local	Match	2023					\$ 412,079	\$ 412,079
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 412,079
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Total Project Cost Estimate (all phases):								\$ 4,012,452
Year of Expenditure Cost Amount:								\$ 4,012,452

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0%	0%	0%	0%	0.0%	0.0%
Revised Match Federal:					\$ 107,030	\$ 107,030
Revised Match Percent:					10.3%	2.7%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The formal amendment advances the project from FFY 2025 to FFY 2023 as TriMet is ready to move forward with their TrAMS grant. The project scope is updated to reflect the fund exchange TriMet will use the STBG in support of their annual Preventative Maintenance program. Metro receives local funds from TriMet in exchange for the STBG which are used to complete TOD activities. The existing TOD project is a placeholder for TriMet to determine the specific use for the funds. This amendment now updates the scope to reflect the expected use of the STBG by TriMet. The STBG will flex transferred to FTA and has an expected conversion code of 5307. As part of the amendment, ODOT will assign a new Key number to the project as well.					
4	MTIP Programming Submitted Supporting Documentation: RFFA Step 1 Allocation Table Summary, confirmation from TriMet of the planned use of the funds to support their Preventative Maintenance program.					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No					
6	Added clarifying notes: TriMet's TrAMS application is expected to move forward by December 2022.					

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? No. There are no changes to the STBG funding
2B	What is the funding source for the project? RFFA Step 1 Allocation Summary table
2C	Was the Proof-of Funding requirement satisfied and how? Yes, RFFA Step 1 Allocation Summary table
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

	Federal Fiscal Year							
	2016	2017	2018	2019	2020	2021	2022	2023
HCT Bond	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
TOD	\$3,021,148	\$3,063,139	\$3,105,713	\$3,198,884	\$3,294,851	\$3,393,696	\$3,495,507	\$3,600,373
TSMO Grant bucket	\$1,523,092	\$1,546,545	\$1,570,363	\$1,585,262	\$1,534,801	\$1,478,467	\$1,667,159	\$1,717,173
TSMO Administration (Metro)				\$113,045	\$178,852	\$183,211	\$188,707	\$194,369
RTO	\$2,302,760	\$2,336,500	\$2,370,740	\$2,522,695	\$2,598,451	\$2,676,405	\$2,756,697	\$2,839,398
RTO - Safe Routes to Schools				\$485,000	\$500,000	\$515,000	\$530,450	\$546,364
Corridor & System Planning	\$507,427	\$514,963	\$522,610	\$538,288	\$554,437	\$571,070	\$588,202	\$605,848
Freight & Eco Devo System Planning				\$67,900	\$70,000	\$72,100	\$74,263	\$76,491
MPO Planning	\$1,173,042	\$1,208,233	\$1,244,480	\$1,281,815	\$1,320,269	\$1,359,877	\$1,400,673	\$1,442,694
Total Bond Commitment (annual)	\$16,000,000	\$16,000,000	\$16,000,000	\$20,380,000	\$21,390,000	\$21,390,000	\$21,830,000	\$21,840,000
Total Step 1 (annual)	\$8,527,469	\$8,669,380	\$8,813,906	\$9,792,889	\$10,051,661	\$10,249,826	\$10,701,659	\$11,022,709
Bond Commitment & Step 1 (annual)						\$31,639,826	\$32,531,659	\$32,862,709

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD FUNDING**
Increase 5337 funds per updated
UZA apportionment

Lead Agency: TriMet			Project Type:	Transit		ODOT Key:	22181
Project Name: TriMet Bus and Rail Preventive Maintenance (2023)		14	Fiscal Constraint Cat:	Maint		MTIP ID:	71210
			ODOT Type	TR-Cap		Status:	T22
			Performance Meas:	Transit		Comp Date:	12/31/2025
			Capacity Enhancing:	No		RTP ID:	11335
Project Status: T22 = Programming actions in progress or programmed in current MTIP			Conformity Exempt:	Yes		CMP:	No
			30 Day Notice Begin:	8/30/2022		TCM:	No
			30 Day Notice End:	9/28/2022		TSMO Award	No
			Funding Source	FTA		TSMO Cycle	N/A
			Funding Type:	5337		RFFA ID:	N/A
			State Highway Route	N/A		RFFA Cycle:	N/A
			Mile Post Begin:	NA		UPWP:	No
			Mile Post End:	N/A		UPWP Cycle:	N/A
			Length:	N/A		Past Amend:	0
			Flex Transfer to FTA	No		Council Appr:	Yes
			FTA Conversion Code:	N/A		Council Date:	10/6/2022
			1st Year Program'd:	2023		OTC Approval:	No
			Years Active:	0		OTC Date	N/A
			STIP Amend #: TBD		MTIP Amnd #: SP23-01-SEP		
Short Description: Capital Maintenance For Bus And Rail to ensure continued service							

Detailed Description: None. ADD ---> Provides various fleet maintenance and servicing support such as light rail vehicle (LRV) maintenance and repairs including inspection pits, wheel-truing bay, truck repair, and long-term and short-term repair stations and inspections, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, and rebuild for the entire fleet for continue service

STIP Description: Capital maintenance for bus and rail to ensure continued service

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5337	FF91	2023	-				\$ 26,356,662	\$ -
5337	FF91	2023					\$ 39,370,471	\$ 39,370,471
								\$ -
Note: 5337 is set at 80% federal percent							Federal Totals:	\$ 39,370,471
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 6,589,166	\$ -
Local	Match	2023					\$ 9,842,618	\$ 9,842,618
								\$ -
							Local Total	\$ 9,842,618
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 32,945,828	\$ 32,945,828
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 49,213,089	\$ 49,213,089
Total Project Cost Estimate (all phases):							\$	49,213,089
Year of Expenditure Cost Amount:							\$	49,213,089

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 16,267,261	\$ 16,267,261
Phase Change Percent:	0%	0%	0%	0%	49.4%	49.4%
Revised Match Federal:					\$ 9,842,618	\$ 9,842,618
Revised Match Percent:					20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The projected FFY 2023 5339 formula funds are increased based on earlier FFY 2022 FTA formula fund apportionment to the UZA. The increase equals 49% which is above the FTA 30% threshold for administrative cost changes.
4	MTIP Programming Submitted Supporting Documentation: EOY Project Review updates and FTA Apportionment letter
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5337 funds
2B	What is the funding source for the project? FTA - UZA apportionment letter and revised FFY 2023 estimates
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter and EOY Updates from TriMet
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11335 - Operating Capital: Equipment and Facilities Phase 1
1B	RTP Project Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5337	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5337 funds support projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.

	Programming History		Programming Changes				
Capital Maintenance For Bus and Rail to ensure continued service.	2023	5337 HIFG & HIMB	\$ 26,356,662	\$ 39,370,471	\$ 9,842,618	\$ -	\$ 49,213,088

2021-2027 MTIP Formal Amendment - Exhibit A

September 2022 Formal Amendment for FFY 2023 - Amendment Number SP23-01-SEP

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD FUNDING**
Increase 5310 funds per updated
UZA apportionment

Lead Agency:	TriMet		Project Type:	Transit	ODOT Key:	22184
Project Name:		15	Fiscal Constraint Cat:	Other	MTIP ID:	71213
Enhanced Seniors Mobility/Individuals w/Disabilities (2023)			ODOT Type	Transit	Status:	T22
5310			Performance Meas:	Transit	Comp Date:	12/31/2025
Project Status:			Capacity Enhancing:	No	RTP ID:	11334
T22 = Programming actions in progress or programmed in current MTIP			Conformity Exempt:	Yes	CMP:	No
			30 Day Notice Begin:	8/30/2022	TCM:	No
			30 Day Notice End:	9/28/2022	TSMO Award	No
			Funding Source	FTA	TSMO Cycle	N/A
			Funding Type:	5310	RFFA ID:	N/A
			State Highway Route	N/A	RFFA Cycle:	N/A
			Mile Post Begin:	NA	UPWP:	No
			Mile Post End:	N/A	UPWP Cycle:	N/A
			Length:	N/A	Past Amend:	1
			Flex Transfer to FTA	No	Council Appr:	Yes
			FTA Conversion Code:	N/A	Council Date:	10/6/2022
			1st Year Program'd:	2023	OTC Approval:	No
			Years Active:	0	OTC Date	N/A
			STIP Amend #:	TBD	MTIP Amnd #:	SP23-01-SEP

Detailed Description: Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet's LIFT Paratransit services.

STIP Description: Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

Last Amendment of Modification: Administrative -February 2022 - AM22-11-FEB1 - DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	F160	2023	-				\$ 1,405,437	\$ -
5310	F160	2023					\$ 2,020,560	\$ 2,020,560
								\$ -
Note: 5310 is set at 80% federal percent							Federal Totals:	\$ 2,020,560
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 351,359	\$ -
Local	Match	2023					\$ 505,140	\$ 505,140
Other	OTH0	2023					\$ 217,232	\$ 217,232
Note: Local = minimum 20% match amount required to show against the federal 5310							Local Total	\$ 722,372
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,756,796	\$ 1,756,796
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,742,932	\$ 2,742,932
Total Project Cost Estimate (all phases):							\$	2,742,932
Year of Expenditure Cost Amount:							\$	2,742,932

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 986,136	\$ 986,136
Phase Change Percent:	0%	0%	0%	0%	56.1%	56.1%
Revised Match Federal:					\$ 722,372	\$ 722,372
Revised Match Percent:					26.3%	26.3%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The projected FFY 2023 5310 formula funds are increased based on earlier FFY 2022 FTA formula fund apportionment to the UZA and a subsequent fund exchange with SMART. The increase equals 52% which is above the FTA 30% threshold for administrative cost changes.					
4	MTIP Programming Submitted Supporting Documentation: EOY Project Review updates and FTA Apportionment letter					
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes					
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? August 30, 2022 to September 28, 2022					
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes					
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes					
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No					
6	Added clarifying notes: Revised authorized funding exceeded FTA's 30% threshold for administrative cost changes which triggered the formal amendment					
Fiscal Constraint Consistency Check Areas						
1	Will Performance Measurements Apply? Yes, Transit					
2A	Does the amendment include fiscal updates? Yes, changes to the authorized 5310 funds					
2B	What is the funding source for the project? FTA - UZA apportionment letter and revised FFY 2023 estimates					
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA UZA Apportionment update letter and EOY Updates from TriMet					
2D	Was overall fiscal constraint demonstrated? Yes.					

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11334 - Operating Capital: Safety & Security Phase 1
1B	RTP Project Description: Safety enhancements, CCTV, Transit Police.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #3 - Transportation Choices - 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 amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, not specifically to the Transit network
2B	What is the Metro modeling designation? Not Applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5310	Federal transit funding the federal Transit Administration which is appropriated to eligible Urban Zones (UZA) and further allocated directly to the authorized direct recipient for use of the funds. 5310 funds support elderly and disabled persons transportation needs.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Fr FTA Section 5307 funds, the minimum match requirement is usually 20%.
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds

FTA 5310 Funds										
22183	71212	Enhanced Seniors Mobility/ Individuals w/Disabilities (2022) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2022 2023	5310	\$ 1,343,821	\$ 1,961,709	\$ 490,427	\$ 151,464	\$ 2,603,600
22184	71213	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	2023	5310	\$ 1,405,437	\$ 2,020,560	\$ 505,140	\$ 151,463	\$ 2,677,163