Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 17, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2021 MTIP Formal Amendment & Resolution 21-5182 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE THE REPROGRAMMING OF UNIFIED PLANNING WORK PROGRAM (UPWP) ANNUAL PROGRAM ESTIMATES IMPACTING METRO, PLUS AMEND, ADD, OR CANCEL SEVERAL PROJECTS IMPACTING ODOT AND TRIMET TO ADDRESS THEIR NEXT FEDERAL APPROVAL STEP (JN21-11-JUN)

BACKROUND

What This Is:
The June 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5182 and being processed under MTIP Amendment JN21-11-JUN. The bundle contains a total of 23 projects.

What is the requested action?
JPACT approved Resolution 21-5182 on June 17, 2021 and is now providing their approval recommendation to Metro Council to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

Proposed June 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN21-11-JUN Total Number of Projects: 23					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
UPWP Project Reprogramming Actions					
Project #1 Key **22160**	71109	Metro	Safe Routes to Schools Program (FFY 2022)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	**REPROGRAM PROJECT:** Push out the UPWP SRTS project to FY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key **22161**	71114	Metro	Safe Routes to Schools Program (FFY 2023)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2023 allocation year)	**REPROGRAM PROJECT:** Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #3 Key **22162**	71110	Metro	Safe Routes to Schools Program (FFY 2024)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2024 allocation year)	**REPROGRAM PROJECT:** Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #4 Key **22172**	71105	Metro	Statewide Travel Survey	Contribution to statewide travel survey to inform travel forecasting models.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #5 Key **22163**	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)	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.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #6 Key **22164**	71103	Metro	Transit Oriented Development (TOD) program (FFY 2023)	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.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #7 Key **22165**	71104	Metro	Transit Oriented Development (TOD) program (FFY 2024)	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.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #8 Key **22169**	71124	Metro	TSMO Administration (FFY 2022)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

Project #9 Key **22170**	71125	Metro	TSMO Administration (FFY 2023)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #10 Key **22171**	71126	Metro	TSMO Administration (FFY 2024)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #11 Key **22166**	71115	Metro	TSMO Program Sub-allocation Funds (FFY 2022)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #12 Key **22167**	71116	Metro	TSMO Program Sub-allocation Funds (FFY 2023)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #13 Key **22168**	71117	Metro	TSMO Program Sub-allocation Funds (FFY 2024)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #14 Key **20886**	70875	Metro	Transportation System Mgmt Operations/ITS (2021)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO	**REPROGRAM PROJECT**: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program
End UPWP Related Project Amendments					
Project #15 Key **22431 New Project**	TBD	ODOT	**OR141/OR217 Curb Ramps**	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps	**ADD NEW PROJECT:** The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.

JUNE 2021 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: JUNE 17, 2021

Project #16 Key **22432**	TBD	ODOT	**US30BY Curb Ramps**	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	**ADD NEW PROJECT:** The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.
Project #17 Key **21616**	71170	ODOT	~~OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave~~ **OR99W:N Schmeer Rd–SW Meinecke Pkwy & US30B: Kerby–165th Ave**	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	**LIMITS CORRECTION**: The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.
Project #18 Key **20884**	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	**SPLIT/COMBINE PROJECT**: The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed
Project #19 Key **20885**	70875	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	**SPLIT/COMBINE PROJECT**: The formal amendment splits $233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle).. The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.
Project #20 **Key TBD New Project**	TBD	ODOT	**Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy**	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1	**ADD NEW PROJECT:** The formal amendment adds the new Metro TSMO awarded project to the 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Specific STBG funding is being split off from Keys 20884 and 20885
Project #21 Key **21800**	71200	ODOT	**I-84: NE Martin Luther King Jr Blvd - I-205**	Design for a future pavement resurfacing project to repair ruts and surface wear.	**CANCEL PROJECT**: The amendment cancels the project. The latest review indicated the surface is in better condition than anticipated allowing the project to be delayed until the next STIP cycle.
Project #22 Key 22188	71217	TriMet	**Electric Bus Purchase (Metro Fund Exchange)**	Electric Bus Purchase (Metro Fund Exchange)	**CANCEL PROJECT:** The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849

Project #23 Key 20849	71230	TriMet	MAX Red Line Extension & Reliability Improvements	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	**COST INCREASE:** The CMAQ funds from Key 22188 are added to the project. The project phase costs have been updated as well. Overall, the cost increase is minor at only 3.5%

AMENDMENT BUNDLE SUMMARY:

The June 2021 Formal MTIP Amendment bundle continues the UPWP pre-positioned project grouping buckets (PGB) reprogramming out to FFY 2025 to avoid future conflicts the annual Obligation Targets program. UPWP PGBs reprogrammed as part of the June Formal Amendment bundle include:

- Safe Routes to Schools (SRTS) PGBs (FFY 2022 through FY 2024) (3 projects)
- FFY 2022 State Travel Survey (1 project)
- Transit Oriented Development (TOD) program (FFY 2022 through FFY 2024) (3 projects)
- TSMO Administration (FFY 2022 through FFY 2024) (3 projects)
- TSMO Program Sub-allocation Funds (FFY 2022 through FFY 2025) (3 projects)
- Transportation System Mgmt Operations/ITS (FFY 2021) (older allocation -1 project)

Total number of UPWP pre-positioned PGBs being re-programmed: 14

The remaining projects in the bundle are the standard changes required for the end of federal year phase obligations or federal approval steps. Five projects belong to ODOT and included amendments, adding new projects, or canceling projects. Two projects are Metro Transportation System Management and Operations (TSMO) PGBs supporting the new ODOT Advance Traffic Control Upgrade and Deployment project.

The final two amended projects involve two TriMet projects. The first involves canceling the planned Electric Bus purchase. The cancelation results from infeasible procurement timing during FY 2023 to purchase the buses. Because the project funding is federal CMAQ and has an obligation shelf-life lapse of the end of FFY 2023, Metro worked with TriMet for a suitable substitute that FHWA would approve. A review and submission to FHWA of the TriMet MAX Red Line Extension project in Key 20849 proved to be a satisfactory substitute for the Bus Purchase. As part of the amendment bundle, The CMAQ funds are being removed from the Bus Purchase project in Key 22188 and re-programmed to the MAX Red Line Extension project in the Construction phase for a planned obligation before the end of FFY 2021.

The total number of projects within the June 2021 Formal MTIP Amendment is 23.

A detailed summary of the UPWP projects being reprogrammed out to FFY 2025 are listed below. They are grouped together based on their purpose and funding categories.

Projects 1-3:	**Safe Routes to Schools Program (FFY 2022)** **Safe Routes to Schools Program (FFY 2023)** **Safe Routes to Schools Program (FFY 2024)**		UPWP Related
Lead Agency:	**Metro**		
ODOT Key Number:	**22160** **22161** **22162**	MTIP ID Number:	71109 71114 71110
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements: The project grouping bucket (PGB) is an ongoing Metro UPWP planning effort to achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit. The Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. • Source: Existing project. • Amendment Action: Reprogram FFY 2022 UPWP allocation out to FY 2025 to avoid conflicts with the Obligation Targets program • Funding: The funding for the SRTS program is Surface Transportation Block Grant (STBG) funds allocated to Metro • FTA Conversion Code: 5307. The funding normally will be flex-transferred to FTA to obligate and expend the funds for SRTS program • Location, Limits and Mile Posts: o Location: MPO Region wide o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity (for these program funds) • Air Conformity/Capacity Status: The projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Regional Significance Status: N/A		

	• Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	**AMENDMENT ACTION: REPROGRAM FUNDS** The formal amendment reprograms the project tout to FFY 2025 to avoid conflicts with the annual Obligation Targets. Metro is completing this for the UPWP STBG funded prepositioned project grouping buckets to ensure fund lapses do not occur.
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.
Total Programmed Amount:	Programming remains unchanged for the identified projects
Added Notes:	

Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
22160	2022	2025	$530,450	$60,712	$591,162
22161	2023	2025	$546,364	$62,534	$608,898
22162	2024	2025	$562,754	$64,410	$627,164

Project 4	**Statewide Travel Survey**	UPWP Related
Lead Agency:	**Metro**	
ODOT Key Number:	**22172**	MTIP ID Number: 71105
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements: Regional planning activity that provides a Contribution to statewide travel survey to inform travel forecasting models. • Source: Existing project. • Amendment Action: Reprogram funding to FFY 2025 • Funding: The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) Surface Transportation Block Grant funds (STBG). • Location, Limits and Mile Posts: o Location: MPO Region wide	

	o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity (for these program funds) • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Regional Significance Status: N/A • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	**AMENDMENT ACTION: REPROGRAM FUNDS** The formal amendment reprograms the project from its current allocation year to the MTIP's unconstrained year of FFY 2025. The reprogramming purpose to avoid possible conflicts with the annual Obligation Targets program requirements.
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.
Total Programmed Amount:	The project programming remains unchanged at $390,059
Added Notes:	

Projects 5-7:	**Transit Oriented Development (TOD) program (FFY 2022)** **Transit Oriented Development (TOD) program (FFY 2023)** **Transit Oriented Development (TOD) program (FFY 2024)**		UPWP Related
Lead Agency:	**Metro**		
ODOT Key Number:	**22163** **22164** **22165**	MTIP ID Number:	71102 71103 71104
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements:		

	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. (FFY 2022 -24 allocation years) • Source: Existing projects. • Amendment Action: Reprogram to FY 2025 to avoid conflicts with the Obligation Targets program • Funding: The funding is federal Regional Flexible Fund Allocation (RFFA) Step 1 "Surface Transportation Block Grant (STBG) funds. • Location, Limits and Mile Posts: o Location: Regional o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity (for these program funds) • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies • Regional Significance Status: N/A • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: REPROGRAM FUNDS** The formal amendment reprograms the three UPWP TOD project grouping buckets out to FFY 2025. The action will eliminate possible conflicts with the development and execution of the annual Obligation Targets program. As each new UPWP is developed and approved, the required funds from each STBG UPWP bucket will be then advanced and combined into the designated project key for the Master Agreement list of UPWP projects.
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving a project to anon-constrained year in the MTIP requires a formal/full amendment complete.

Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	22163	2022	2025	$3,495,507	$400,076	$3,895,583
	22164	2023	2025	$3,600,373	$412,079	$4,012,452
	22165	2024	2025	$3,708,384	$424,441	$4,132,825
Added Notes:						

Projects 8-10	**TSMO Administration (FFY 2022)** **TSMO Administration (FFY 2023)** **TSMO Administration (FFY 2024)**		UPWP Related
Lead Agency:	**Metro**		
ODOT Key Number:	**22169** **22170** **22171**	MTIP ID Number:	71124 71125 71126
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project. • Amendment Action: Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • Funding: The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • Location, Limits and Mile Posts: o Location: MPO Region wide o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity (for these program funds) • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • Regional Significance Status: N/A • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JNP21-11-JUN		

	o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: REPROGRAM FUNDS** The formal amendment completes reprograms the TSMO admin funds out to FY 2025 to avoid conflicts with the Obligation Targets program.
Additional Details:	The pre-positioned PGBs contain funding supporting TSMO program administrative needs. These buckets are separate from the TSMO buckets (Keys 22166, 22167, and 22168) that support award TSMO projects.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.
Total Programmed Amount:	
Added Notes:	

Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
22169	2022	2025	$188,707	$21,598	$210,305
22170	2023	2025	$194,369	$22,246	$216,615
22171	2024	2025	$200,200	$22,914	$223,114

Projects 11-13	**TSMO Program Sub-allocation Funds (FFY 2022)** **TSMO Program Sub-allocation Funds (FFY 2023)** **TSMO Program Sub-allocation Funds (FFY 2024)**		UPWP Related
Lead Agency:	**Metro**		
ODOT Key Number:	**22166** **22167** **22168**	MTIP ID Number:	71115 71116 71117
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements: Keys 22166, 22167, and 22168 are Transportation System Management and Operations (TSMO) project grouping buckets (PGBs) The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. Note: Keys 22166, 22167, and 22168 contains funds awarded to specific TSMO projects. The TSMO administrative program buckets in Keys 2269, 22170, and 22171 support TSMO administrative functions such as staff salaries and are part of the UPWP program. • Source: Existing project.		

- Amendment Action: Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program

- Funding:
  The funding is federal Surface Transportation Block Grant (STBG) funds.

- FTA Conversion Code: N/A

- Location, Limits and Mile Posts:
  - Location: MPO Region wide
  - Cross Street Limits: N/A
  - Overall Mile Post Limits: N/A

- Current Status Code: 0 = No activity (for these program funds)

- Air Conformity/Capacity Status:
  The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects.

- Regional Significance Status: N/A

- Amendment ID and Approval Estimates:
  - STIP Amendment Number: TBD
  - MTIP Amendment Number: JNP21-11-JUN
  - OTC approval required: No.
  - Metro approval date: Tentatively scheduled for July 8, 2021

What is changing?

AMENDMENT ACTION: REPROGRAM FUNDS

The formal amendment completes reprograms the TSMO project out to FY 2025 to avoid conflicts with the Obligation Targets program.

Additional Details:

Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.

Total Programmed Amount:

Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
22166	2022	2025	$1,667,158	$190,814	$1,857,972
22167	2023	2025	$ 1,717,173	$196,538	$1,913,711
22168	2024	2025	$1,768,688	$202,432	$1,971,122

Added Notes:

Projects 14	**Transportation System Mgmt Operations/ITS (2021)** UPWP Related	
Lead Agency:	**Metro**	
ODOT Key Number:	**20886**	MTIP ID Number: 70875
Projects Description:	Project Snapshot: • Metro UPWP Project: **Yes** • Proposed improvements: Key 20886 is an older Transportation System Management and Operations (TSMO) project grouping bucket (PGB). The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. Key 20886 and 20888 is an older TSMO/ITS revenue bucket. These will be one of the first buckets to split and commit funds to support awarded TSMO projects currently completing their required scoping actions. • Source: Existing project. • Amendment Action: Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • Funding: The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • Location, Limits and Mile Posts: o Location: MPO Region wide o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 0 = No activity (for these program funds) • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • Regional Significance Status: N/A • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN	

	o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: REPROGRAM FUNDS** The formal amendment completes reprograms the TSMO project out to FY 2025 to avoid conflicts with the Obligation Targets program.
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.
Total Programmed Amount:	

Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
20886	2022	2025	$1,801,828	$206,277	$2,008,105

Added Notes:	

End of UPWP reprogramming Actions

Projects 15:	**OR141/OR217 Curb Ramps (NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**22431**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project will construct ADA compliant curbs and ramps on OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area. • Source: New project. • Amendment Action: Add the new ADA safety improvement project to the 2021-24 MTIP. • Funding: Key 22431 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of Advance Construction initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code. • Location, Limits and Mile Posts: o Location: On OR 141 (Hall Blvd at two locations and on SW 72nd Ave) o Cross Street Limits: On SE 72nd Ave between SW Beveland Rd to SW Varnes St o Overall Mile Post Limits: On OR 141 between MP 2.57 to MP 7.07		

- Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).

- Air Conformity/Capacity Status:
  The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature.

- Regional Significance Status: The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.

- Amendment ID and Approval Estimates:
  - STIP Amendment Number: 21-24-0761
  - MTIP Amendment Number: JN21-11-JUN
  - OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC's January 2021 meeting
  - Metro approval date: Tentatively scheduled for July 8, 2021

What is changing?

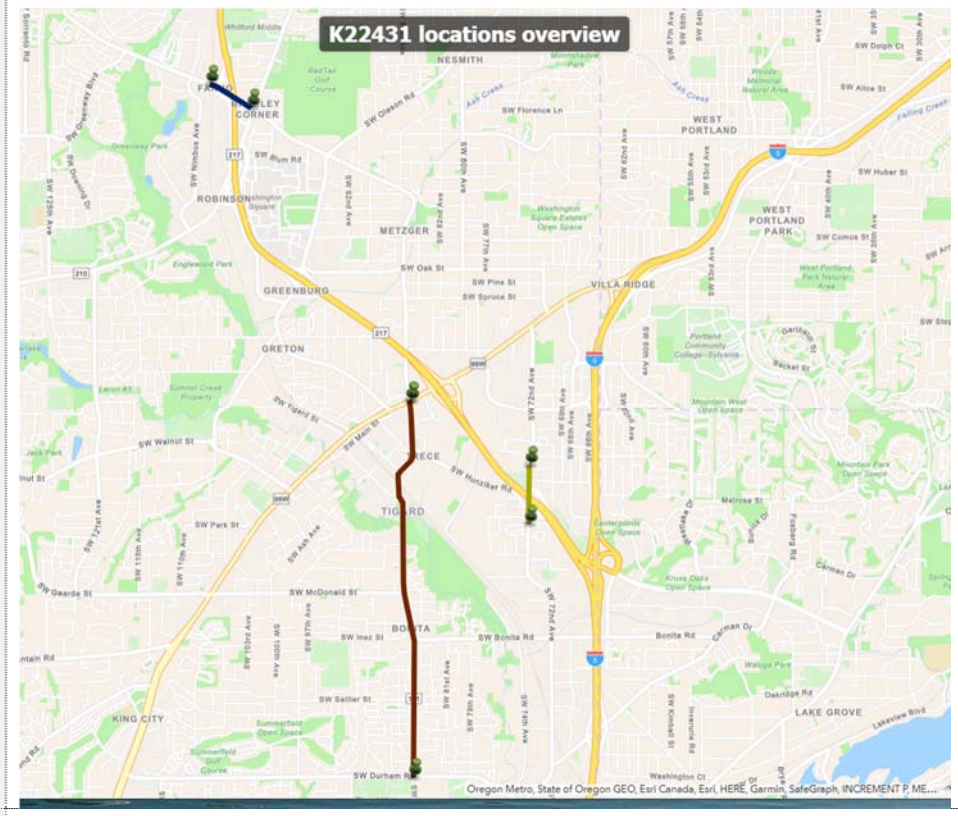
AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportation Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC

Project/Program	*Description*	*Amount*
Tolling Development and Implementation	*Fund NEPA and system development through 2022*	*$60 million*
Interstate Bridge Replacement Program	*Fund program development through 2024*	*$30 million*
ADA 2020-2022 Projects	*Complete ADA projects through first milestone*	*$147 million*
ADA 2022-2024 Projects	*Complete ADA projects through remainder of 2021-2024 STIP*	*$90 million*
	Total	***$327 million***

Summary Minutes from the January OTC 2021 Meeting:

Presentation:
ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a PowerPoint on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include $60 million for tolling development and implementation, $30 million for the Interstate Bridge Replacement Program, **and $237 million for ADA curb ramps, for a total of $327 in total funds needed.** However, only $207 million in funding is anticipated from the federal government and the State Highway Fund. The $120 million deficit would be borrowed from the Fix-It

	program in the 2024-2027 STIP, which was incorporated into the funding scenario approved by the commission last month. **ODOT is requesting the commission move forward on funding $147 million for ADA curb ramps at today's meeting** to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, **which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost.** ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same time. Brouwer requested the commission approve $147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.
Additional Details:	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22431 is $2,736,658
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Projects 16:	**US30BY Curb Ramps (NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**22432**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project will construct ADA compliant curbs and ramps on US30 Bypass in the NE Portland area. • Source: New project. • Amendment Action: Add the new ADA safety improvement project to the 2021-24 MTIP. • Funding: Key 22432 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of "Advance Construction" initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code. • Location, Limits and Mile Posts: o Location: On US30 Bypass at various locations o Approximate Cross Street Limits – 4 segments: ▪ From N Philadelphia Ave to NE Flaske Ave ▪ OR99W to OR99E ▪ OR99E to N MLK ▪ N. MLK to east of 162nd Ave o Overall Mile Post Limits: On OR 30 Bypass between MP 1.28 to MP 14.76 • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature. • Regional Significance Status: The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.		

- Approval Estimates:
  - STIP Amendment Number: 21-24-0763
  - MTIP Amendment Number: JN21-11-JUN
  - OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC's January 2021 meeting
  - Metro approval date: Tentatively scheduled for July 8, 2021

What is changing?

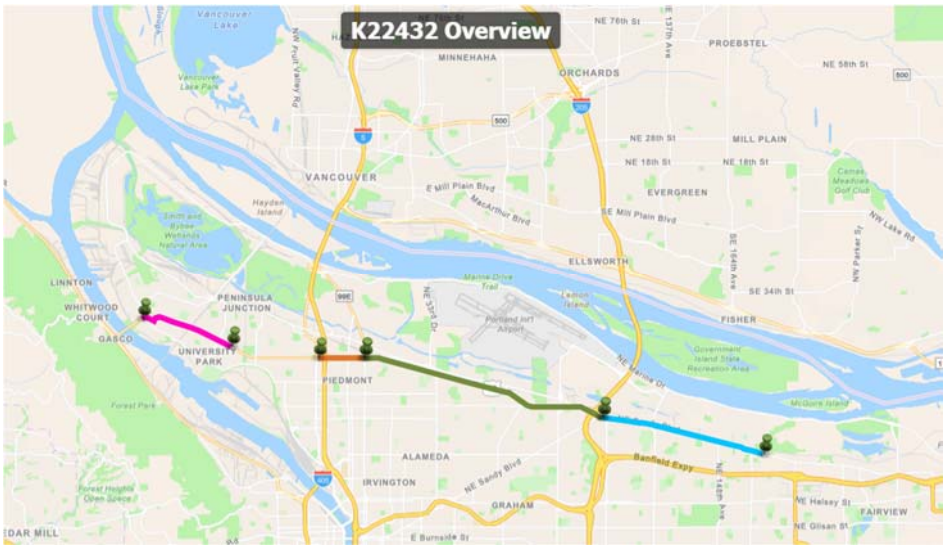
AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportaion Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC

Project/Program	*Description*	*Amount*
Tolling Development and Implementation	*Fund NEPA and system development through 2022*	*$60 million*
Interstate Bridge Replacement Program	*Fund program development through 2024*	*$30 million*
ADA 2020-2022 Projects	*Complete ADA projects through first milestone*	*$147 million*
ADA 2022-2024 Projects	*Complete ADA projects through remainder of 2021-2024 STIP*	*$90 million*
	Total	***$327 million***

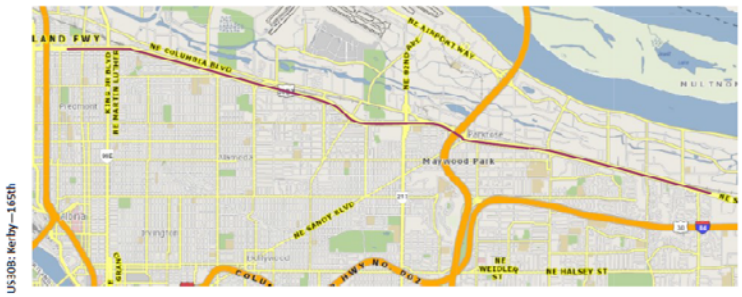
Summary Minutes from the January OTC 2021 Meeting:

Presentation:
ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a PowerPoint on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include $60 million for tolling development and implementation, $30 million for the Interstate Bridge Replacement Program, **and $237 million for ADA curb ramps, for a total of $327 in total funds needed.** However, only $207 million in funding is anticipated from the federal government and the State Highway Fund. The $120 million deficit would be borrowed from the Fix-It program in the 2024-2027 STIP, which was incorporated into the funding scenario approved by the commission last month. **ODOT is requesting the commission move forward on funding $147 million for ADA curb ramps at today's meeting** to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, **which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost.** ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same

	time. Mr. Brouwer requested the commission approve $147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.
Additional Details:	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22432 is $17,223,369
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Project 17:	~~OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave~~ **OR99W:N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th Ave**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21161**	MTIP ID Number:	71170
Projects Description:	Project Snapshot: • Metro SFY 2022 UPWP Project: **No** • Proposed improvements: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section. • Source: Existing project. • Amendment Action: Revise project MP limits and update project name as a result of adjusted limits		

	• Funding: Key 21161 is funded with federal Highway Safety Improvement Program funds. • Location, Limits and Mile Posts: o Location: On OR99W and on US30 o Cross Street Limits: N/A o Overall Mile Post Limits: OR99W - -5.71 to 15.95 and on US30 from 5.60 to 14.70 • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety – Highway Safety Implementation Program. • Regional Significance Status: Regionally Significant project (federal funds + Major Arterial (in the Metro UGB) • Amendment ID and Approval Estimates: o STIP Amendment Number: 21-24-0783 o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: LIMITS CORRECTION** The amendment corrects the milepost project limits based on the updated project charter. The limit changes are significant and result in a required adjustment to the project name. However, the project scope and programming costs remain unchanged.
Additional Details:	Project Location Information

	 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, project limit changes greater than 0.25 miles requires a via a formal/full amendment.
Total Programmed Amount:	Key 21161 total programming remains unchanged at $2,495,795
Added Notes:	

Projects 18:	**Transportation System Mgmt Operations/ITS (2019)**		
Lead Agency:	**Metro**		
ODOT Key Number:	**20884**	MTIP ID Number:	70875
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> **No** • <u>Proposed improvements:</u> The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project.		

	• Source: Existing project. • Amendment Action: Splits off the remaining funds and commits them to ODOT's new Metro awarded TSMO ATC upgrade and deployment project (also part of this amendment bundle). • Funding: The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • Location, Limits and Mile Posts: o Location: At various locations throughout Region 1 o Cross Street Limits: N/A o Overall Mile Post Limits: Multiple • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • Air Conformity/Capacity Status: The PGB is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • Regional Significance Status: The PGB contains Regionally Significant TSMO projects as they contains federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: SPLIT/COMBINE PROJECT:** The formal amendment splits off the remaining federal STBG funds ($5,760) along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is $239,507. The remaining needed federal funds will be split from Key 20885 and applied ODOT's new ATC project. As a result of the reduction to Key 20884, key 20884 is now "zeroed programmed" with all funds now committed to Metro awarded TSMO projects
Additional Details:	With all funds now programmed to other specific TSMO projects, Key 20884 is now considered "Completed" and will be removed from the MTIP during the new full MTIP Update.

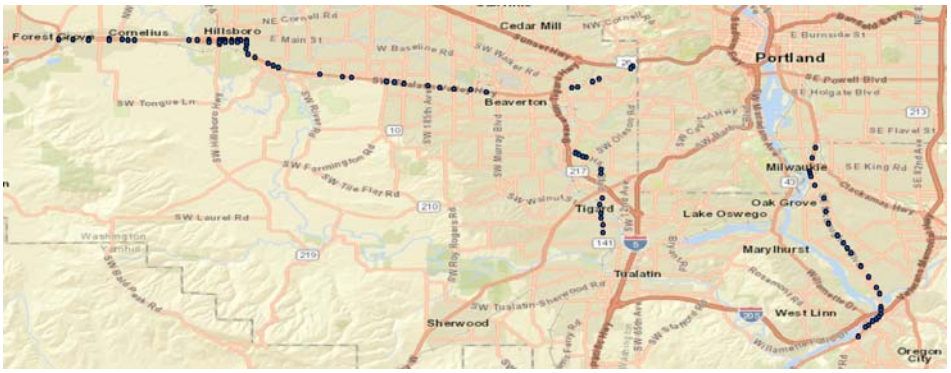
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The total programming amount for Key 20884 decreases from $6,419 to $0
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 19:	**Transportation System Mgmt Operations/ITS (2020)**		
Lead Agency:	**Metro**		
ODOT Key Number:	**20885**	MTIP ID Number:	70875
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project. • Source: Existing project. • Amendment Action: Splits off $233,747 of STBG funds (and required match) to support the new ODOT ATC project (see next project). The amendment also pushes-out the programming year to FY 2025 to avoid conflicts with the Obligation Targets program. • Funding: The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • Location, Limits and Mile Posts: o Location: At various locations throughout Region 1 o Cross Street Limits: N/A o Overall Mile Post Limits: Multiple • Current Status Code: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. • Air Conformity/Capacity Status: The PGB is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects.		

	• Regional Significance Status: The PGB contains Regionally Significant TSMO projects as they contains federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: SPLIT/COMBINE PROJECT:** The formal amendment splits off $233,747 of STBG along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is $239,507. The remaining needed federal funds originate from Key 20884. The remaining funding years for Key 20885 also is pushed-out to FY 2025 to avoid conflicts with the Obligation Targets program.
Additional Details:	.
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The STBG programming amount for Key 20885 decreases from $1,744,598. The total project revenues for the TSMO bucket decreases from $1,944,275 to $1,683,775
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

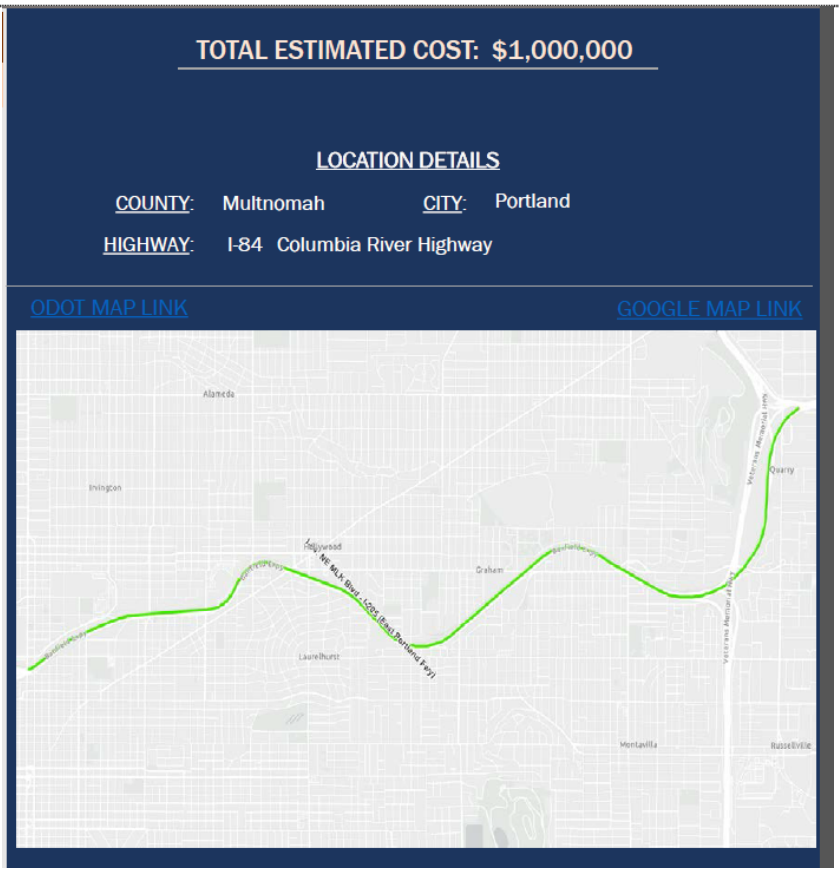
Projects 20:	**Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy (NEW PROJECT)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**New - TBD**	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project will Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1 • Source: New project. • Amendment Action: Add the new Metro awarded Transportation Systems Management and Operations (TSMO) project to the 2021-24 MTIP.		

	• Funding: The project is federally funded and will utilize Surface Transportation Block Grant (STBG) funds. The required STBG funds are split from Keys 20884 and 20885 and combined here into this project. • Location, Limits and Mile Posts: o Location: At various locations throughout Region 1 o Cross Street Limits: N/A o Overall Mile Post Limits: Multiple • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • Regional Significance Status: The project is considered Regionally Significant as it contains federal funds and is located on an various arterials in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: ADD NEW PROJECT:** The formal amendment adds the new project to the 2021-24 MTIP. The Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy project is one of four new ATC upgrade projects awarded through the Metro FY 2019-21 TSMO funding call. The project will deploy and install new Advance Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing to support the ongoing Next Generation Transit Signal Priority Project, for smarter signal priority at various locations throughout Region 1. Funding for the project is from Keys 20884 and 20885 which is being combined into the new project.
Additional Details:	

	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the new TSMO awarded project is $266,920
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 21:	**I-84: NE Martin Luther King Jr Blvd - I-205 (Cancel Project)**		
Lead Agency:	**ODOT**		
ODOT Key Number:	**21800**	MTIP ID Number:	71200
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project was planned to complete the required design activities for a future pavement rehabilitation project to occur on I-84 from Martin Luther King Blvd east to the I-205 junction. • Source: Existing project. • Amendment Action: The latest review of the project limits and surface conditions indicated the pavement condition is not in as bad shape as anticipated. Therefore, ODOT is now recommending that the project delayed, removed from the MTIP and STIP, and then be re-added to the 2024-27 STIP. • Funding: The project is federally funded with National Highway Performance Program (NHPP) funds. • Location, Limits and Mile Posts: o Location: On I-84 o Cross Street Limits: MLK Blvd east to I-205 o Overall Mile Post Limits: 0.40 to 7.12 (6.72 miles total)		

	• Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Pavement resurfacing and/or rehabilitation. Additionally, only the Preliminary Engineering phase was programmed in the MTIP and STIP. Removing the funds and project through this amendment has no impact on air quality or mobility. • Regional Significance Status: The project is not considered regionally significant with only PE programmed. Once the full project was programmed, it would be considered Regionally Significant as it contains federal funds and is located on a "Throughway" in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: CANCEL PROJECT:** The formal amendment cancels the project and removes it from the MTIP and STIP. The focus of the PE design phase supports the future project that will improve ride quality, repair rutted and worn pavement, and provide a safe driving surface on a high-volume, urban interstate facility In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle. The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update
Additional Details:	Project Location Information

	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the I-84 rehab design project decreases from $1,000,000 to $0
Added Notes:	OTC approval was required. A copy of the OTC staff report follows this entry.

Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: March 23, 2021

TO: Kristopher W. Strickler
Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel *Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel the *Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205* project.

STIP Amendment Funding Summary

Project/Funding Source	Current Funding	Proposed Funding
I-84: NE Martin Luther King Jr Blvd to I-205	$1,000,000	$0
State Interstate Maintenance Program	$0	$1,000,000
TOTALS	**$1,000,000**	**$1,000,000**

Project to be cancel:

I-84: NE Martin Luther King Jr Blvd to I-205 (KN 21800)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	$1,000,000	$0
Right of Way	N/A	$0	$0
Utility Relocation	N/A	$0	$0
Construction	N/A	$0	$0
TOTALS		**$1,000,000**	**$0**

Background:

In the 2021-2024 STIP, this project was originally awarded $1,000,000 Fix-it Interstate Maintenance (IM) funds which includes the state match requirement.

The intent of the project was to design for a future pavement resurfacing project to repair ruts and surface wear.

In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle.

The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update.

$620 in funds have been expended on the project. Journal entries are in process to remove the charges.

Project Timeline:

October 1, 2020	Project award approved in the 2021 2024 STIP
November 2020	Statewide IM program manager requested to delay project
February 2021	Region 1 Project delivery request to cancel project.

Options:

With approval, the project will be cancelled from the Statewide Transportation Improvement Program (STIP).

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:

Cooper Brown	Karen Rowe	Rian Windsheimer	Shelli Romero
Travis Brouwer	Mac Lynde	Tova Peltz	Chris Ford
Tom Fuller	Jeff Flowers	Ted Miller	Talena Adams
Lindsay Baker	Arlene Santana	Gabriela Garcia	Adriana Antelo
Jess McGraw	Alice Bibler	Justin Moderie	Amanda Sandvig
Jen Bachman			

Projects 22:	**Electric Bus Purchase (Metro Fund Exchange) (Cancel Project)**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**22188**	MTIP ID Number:	71217
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project was planned to purchase replacement electric buses for the TriMet bus fleet. • Source: Existing project. • Amendment Action: Cancel the project from the MTIP. The planned procurement during federal fiscal year 2023 is now not feasible. The CMAQ funds now are being shifted to the TriMet MAX Red Line Extension. See next project. • Funding: The project is federally funded with Metro awarded Congestion Mitigation Air Quality (CMAQ). • Location, Limits and Mile Posts: o Location: N/A - Regional		

	○ Cross Street Limits: N/A – Transit procurement ○ Overall Mile Post Limits: N/A • Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • Air Conformity/Capacity Status: The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. • Regional Significance Status: The project is considered regionally significant. • Amendment ID and Approval Estimates: ○ STIP Amendment Number: TBD ○ MTIP Amendment Number: JN21-11-JUN ○ OTC approval required: No ○ Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	**AMENDMENT ACTION: CANCEL PROJECT:** The formal amendment cancels the project and removes it from the MTIP and STIP. The Electric Bus procurement originally was an approved Metro/TriMet fund exchange project committing the CMAQ fund in support of the electric bus procurement. However, TriMet determine the procurement could not occur in federal fiscal year (FFY) 2023 and would have to be delayed. The CMAQ funds have a shelf-life obligation expiration date of the end of FFY 2023. Therefore, delaying the project to FFY 2024 was not an acceptable option. The use and award of CMAQ funds are more complicated than other federal fund programs. First CMAQ is an air quality improvement program that contains funding that support projects that must clearly provide air quality improvement benefits. Second, each project prosed to use CMAQ funds must include an approved air quality emissions reduction analysis providing the specific air quality improvements. Third, the review and approval of CMAQ funds for a specific projects requires approval from the ODOT State CMAQ manager and FHWA. As a result of the extra reviews and approval steps, shifting CMAQ to another project is a lengthy and complicated process. The process is summarized in the TriMet MAX Red Line Extension project where the CMAQ funds will be committed.
Additional Details:	

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the electric bus purchase decreases from $5,512,506 to $0
Added Notes:	

Projects 23:	**MAX Red Line Extension & Reliability Improvements**		
Lead Agency:	**TriMet**		
ODOT Key Number:	**20489**	MTIP ID Number:	71230
Projects Description:	Project Snapshot: • Metro UPWP Project: **No** • Proposed improvements: The project will extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway. • Source: Existing project. • Amendment Action: The formal amendment adds the CMAQ funds from Key 22188 and updates the phase costs. • Funding: The funding for the project includes a Federal Transit Administration (FTA) Section 5309 Small Starts grant, federal Surface Transportation Block Grant (STBG) funds, federal Congestion Mitigation Air Quality (CMAQ), and local funds. • FTA Conversion Code: 5307. • Location, Limits and Mile Posts: o Location: Red Line light rail system o Cross Street Limits: N/A o Overall Mile Post Limits: N/A • Current Status Code: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). • Air Conformity/Capacity Status: The MAX Red Line Extension is considered a capacity enhancing project and completed its required air conformity analysis and modeling in the Metro Transit network for the Regional Transportation Plan (RTP) • Regional Significance Status: The project is regionally significant.		

	• Amendment ID and Approval Estimates: o STIP Amendment Number: TBD o MTIP Amendment Number: JN21-11-JUN o OTC approval required: No. o Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	**AMENDMENT ACTION: COST INCREASE** Upon review by Metro's air quality planner, the State CMAQ Manager, and FHWA, the TriMet MAX Red Line Extension project was approved as a suitable substitute for TriMet's canceled Electric Bus Purchase in Key 22188. Through this amendment, the CMAQ funds are being added to this project while Key 22188 is being canceled. As the project now forward towards the start of Construction, the phase costs are being updated as well in preparation for approval to obligate and expend the FTA 5309 Small Starts grant. Obligation approval is projected to occur before the end of FY 2021 (by September, 2021). The updated phase. The phase cost updates result in a minor cost increase to the project (in ROW and Construction). The cost increase totals $7,776,259 which equals a 3.5% increase to the project.
Additional Details:	TriMet MAX Red Line Extension Overview 

	
Why a Formal amendment is required?	The process to shift CMAQ to a suitable substitute normally requires a full/formal amendment to complete due to the multiple reviews and approval steps required.
Total Programmed Amount:	Including the project development funding for the project as part of the cost, Key 20849 increases from $216,868,202 to $224,644,461 which equals a 3.5% increase to the project.
Added Notes:	Two attachments are included: 1. A Better Red Fact Sheet 2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
  - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP

    - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
    - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
    - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
    - Is eligible for special programming exceptions periodically negotiated with USDOT.
    - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
    - Completion of the required 30 day Public Notification period:
    - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
    - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix

Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: • FHWA project cost increase/decrease: • Projects under $500K – increase/decrease over 50% • Projects $500K to $1M – increase/decrease over 30% • Projects $1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June 2021 Formal MTIP amendment (JN21-11-JUN) will include the following:

Action	Target Date
• Initiate the required 30-day public notification process……	June 1, 2021
• TPAC notification and approval recommendation……	June 4, 2021
• JPACT approval and recommendation to Council……	June 17, 2021

- Completion of public notification process…….. June 30, 2021
- **Metro Council approval…….. July 8, 2021**

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

Action	Target Date
Amendment bundle submission to ODOT for review……..	July15, 2021
Submission of the final amendment package to USDOT……..	July 15, 2021
ODOT clarification and approval……..	Late July, 2021
USDOT clarification and final amendment approval……..	Early August, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
   a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
   b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
   c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT approved Resolution 21-5182 on June 17, 2021 and is now providing their approval recommendation to Metro Council to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

- TPAC Approval Date: June 4, 2021
- JPACT Approval Date: June 17, 2021

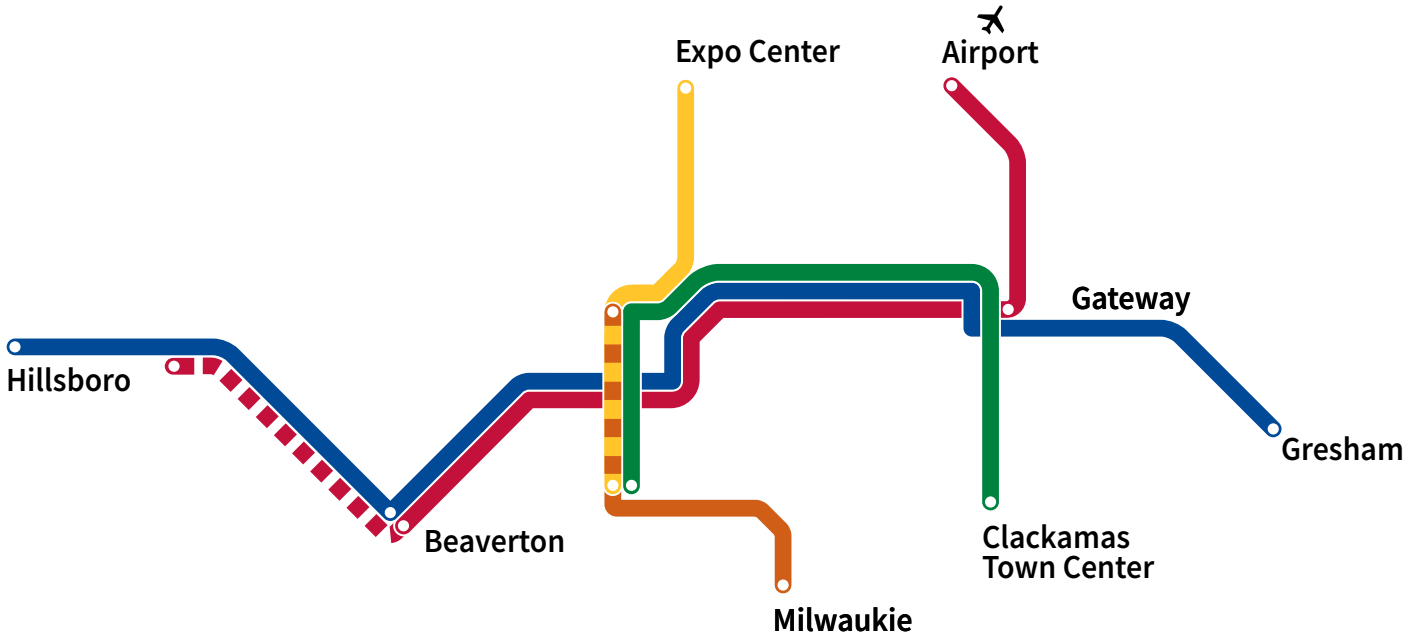
Attachments: 2

1. A Better Red Fact Sheet
2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

A BETTER RED

TRIMET

A Better Red extends MAX Red Line west to serve 10 more stations and improves schedule reliability for the entire MAX system.



More service

Extending the MAX Red Line west allows more people to enjoy a one-seat ride to Portland International Airport and other destinations. The extension improves MAX frequency at 10 stations in Beaverton and Hillsboro:

- Beaverton Central
- Millikan Way
- Beaverton Creek
- Merlo/SW 158th
- Elmonica/SW 170th Ave
- Willow Creek/SW 185th TC
- Quatama
- Orenco
- Hawthorn Farm
- Fair Complex/Hillsboro Airport

Improved reliability

MAX Red Line has two single-track sections, near Gateway and Portland International Airport, where trains traveling in opposite directions have to take turns. These bottlenecks affect schedule reliability for the entire MAX system, which has grown substantially since the Red Line was constructed. Adding a second track in these sections will improve service for all riders.

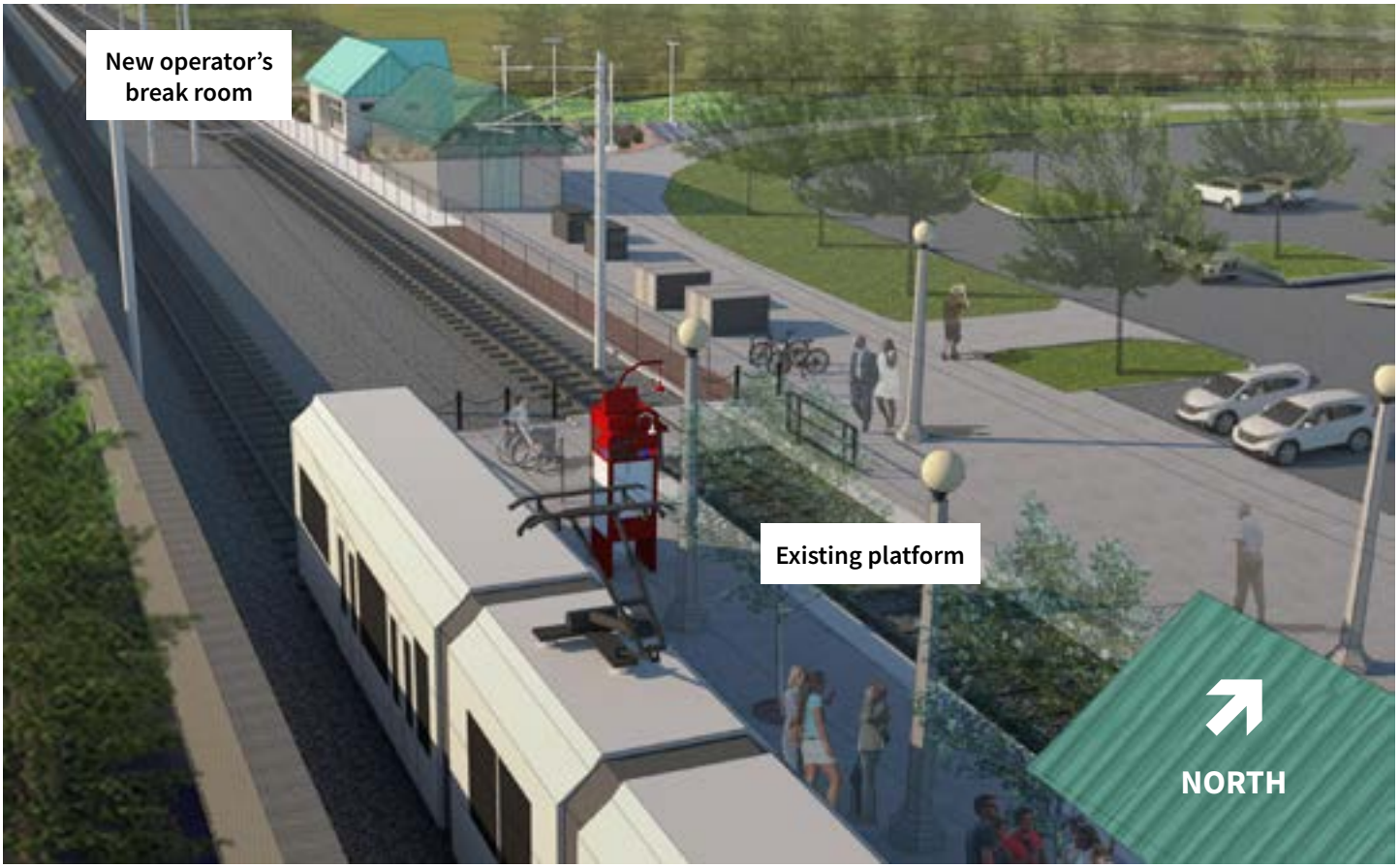
New connections for people biking and walking

Near the new tracks at Gateway and Portland International Airport, new multi-use paths will create more options for accessing transit, getting around on foot, bike, scooter and other mobility devices, and better access for emergency services.

Improvements to be constructed in three areas

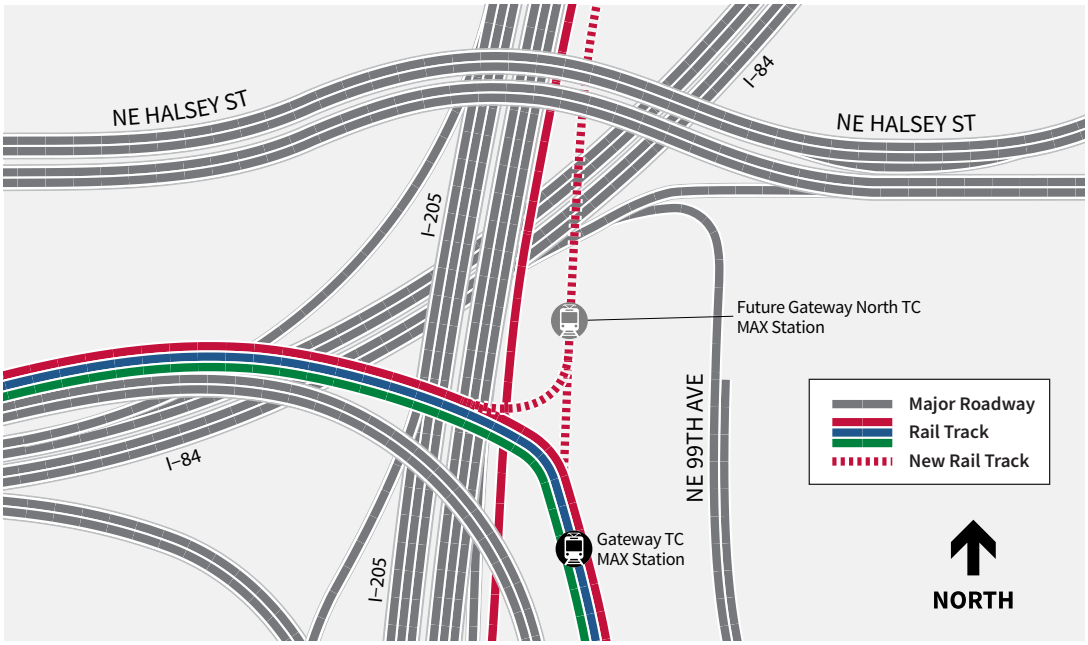
At Fair Complex/Hillsboro Airport MAX Station

Crews will work on signals and switches in the existing trackway, and build a new walkway and break facility for MAX operators.



At Gateway/NE 99th Ave Transit Center

A new MAX station platform will be constructed about 500 feet north of the existing transit center. This new platform will serve Red Line trains coming from Portland International Airport only. All other trains will continue to serve the existing platforms.



Conceptual rendering subject to change



Two new bridges will be constructed to accommodate the second track:

- Spanning existing MAX track and I-205 Multi-Use Path adjacent to Gateway Green Park.
- Spanning Interstate 84 and Union Pacific Railroad tracks.

A new pathway will connect the new platform with the existing platforms and bus stops., and extend north on the new bridge over I-84, into Gateway Green Park.



Conceptual rendering subject to change

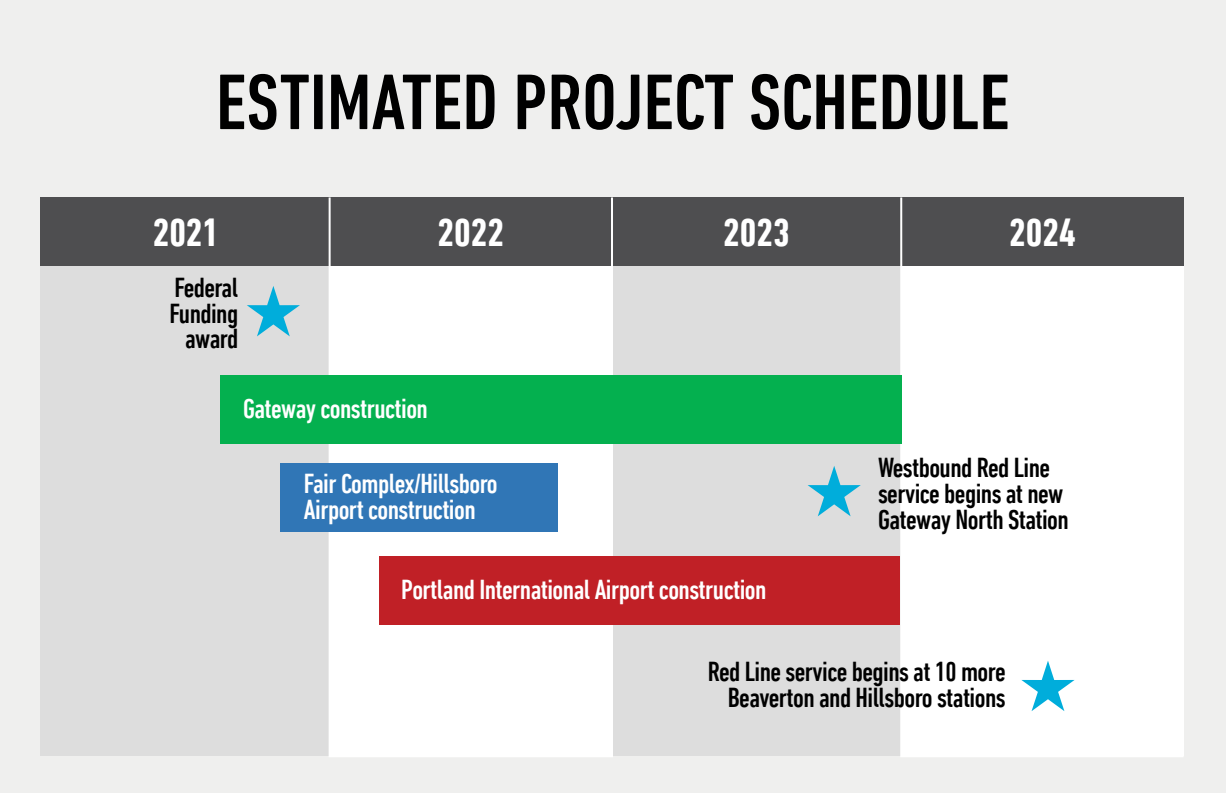
At Portland International Airport

The second track will be constructed adjacent to the existing track, along with a new multi-use path between the MAX station and NE 82nd Way.



Conceptual rendering subject to change

Timeline



What to expect during construction

Construction information will be updated regularly at trimet.org/betterred. Some things to expect include:

- Closure of some Park & Ride spaces at Fair Complex/Hillsboro Airport Station and Gateway/NE 99th Ave Transit Center
- MAX service interruptions, with shuttle buses connecting stations
- Various lane closures, including nighttime lane closures on I-84
- Weekend closures of I-84
- Construction staging in a small portion of Gateway Green Park
- Short-term closure of I-205 Multi-Use Path adjacent to Gateway Green Park
- Daytime pile driving adjacent to I-84 at Gateway
- Nighttime and weekend construction activity

Economic benefits

In addition to extending MAX service and improving system reliability, the project is expected to create up to 1,200 jobs for the region. The project has a goal of awarding 19 percent of the design funding and 20 percent of the construction funding to Disadvantaged Business Enterprise (DBE) firms, supporting businesses owned by people of color and women.

Learn more at **trimet.org/betterred/benefits**

Contact

Questions about the Better Red project? Visit **trimet.org/betterred** to learn more. Or, call 503-962-2150. Email us: **betterred@trimet.org.**

Available in other formats

TRIMET
How life moves®

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA) **ODOT CMAQ Guidelines**			
PROJECT INFORMATION			
Project Title	MAX Red Line Extension		
MPO (if Applicable)	Metro	STIP #	20849
Agency (applicant)	TriMet		
Address	1800 SW 1st Avenue, Suite 300, Portland, Oregon		
Primary Contact	David Unsworth		
Telephone	503-720-6091	Public-Private Partnership? Y/N	N
Email	unswortd@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	City of Portland (Portland Airport) to Fair Complex/Hillsboro Airport (Washington County)		
Project Delivery	Certified Agency: X SFLP (non MPO)____ ODOT Delivered____		

PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
X	Public Transportation Improvements	____	Traffic Flow Improvements for Congestion Reduction
	Transp. Options Strategies		Vehicle and Fuel Efficiency Efforts
	Pedestrian/Bicycle Infrastructure	____	Road Dust Mitigation (PM10 areas only)
	ITS for Congestion Reduction	____	Project is a TCM
Infrastructure project is on a: __Roadway, ____Bikeway or Sidewalk, __X__Transit, ____Other			
Non-Infrastructure Project includes: ____Operating Assistance, ____Outreach/Education			

PROJECT LOCATION	
Street(s) Name (or Nearest Street): Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)	Functional Class: High Capacity Transit, Fixed Guideway – Light Rail
Cross Streets, Termini: Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)	Total Length: Before extension: 20 miles After extension: 28 miles

DETAILED COST ESTIMATE / SCHEDULE

[Provide cost, including match, for eligible components. **Use additional sheets for detailed estimate**]

Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	**Total**
Project Development						
Design/ Engineering	FFY 2019, 2020 & 2021	$4,000,000		$14,184,000		$18,184,000
Right of Way	FFY 2021	$2,608.462		$2,608,461		$5,216,923
Construction	FFY 2021, 2022, 2023 & 2024	$97,391,538	$4,946,372 (FFY2022)	$86,465,539		$188,805,448
Operating Assistance (if applicable)						
Other						
Totals		$103,999,999	$4,946,372	$103,258,000		$212,204,371

Duration of Project Funding (Years): 4 years (opening in 2024) Expected first year of billing: FFY2021 (NOTE: detailed cost estimate as of late April 2021. Refinements to this estimate will get finalized in mid-May and will be included in the MTIP and STIP amendment to occur after approval)

Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds

The extension of the light rail and the operational realignment at the Gateway station are eligible activities under the federal and state CMAQ eligibility requirements/guidelines. Nearly half of the MAX Red Line Extension and Reliability Improvement project is being funded with local dollars as well as funding contributions from Metro ($4M in STBG and $4,946,372 from CMAQ.) The remaining portion of the project is funded through the FTA Capital Investment Grant (CIG) program.

PROJECT NARRATIVE

The MAX Red Line Extension and Reliability Improvement Project is comprised of two major components. On the westside, in Beaverton and the Hillsboro area, the project will extended the MEX Red Line its current terminus from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. On the eastside, at Gateway and at PDX Airport, the project will double track single track sections near Gateway/NE 99th Ave and at PDX Airport. The double track work includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new pedestrian and bike path to connect the existing and new platform, stations. The purchase of new light rail vehicles is included as part of the project to address the extension of service.

EMISSIONS REDUCTIONS

The Metro transportation model and the EPA approved emissions model MOVES2014a are the primary tools used in the analysis of emissions benefits for the MAX Red Line Extension and Reliability Improvements Project. The transportation model provides forecast travel volumes for opening year conditions in a build and no-build scenario for the MAX Red Line Extension and Reliability Improvements. The travel demand model accounts for land use, population, and employment to inform and generate trips and vehicle miles traveled information by link. The information on the travel forecast volumes, estimated trip shifting, origin and destination, and other related modeled travel details are then used as inputs into the MOVES2014a emissions model to help determine the amount of air pollution produced (by individual pollutant) from mobile sources of emissions. The differences between a build and no-build scenario, which looks at mobile source emissions based on conditions of whether the project is built or not built, help to determine whether there is an emission reduction benefit as a result of the project. Further details regarding the transportation modeling and emissions analysis for the MAX Red Line Extension and Reliability Improvements Project can be found as part of the supplemental materials.

The results are modeled estimates of emissions reductions are for the MAX Red Line Extension and Reliability Improvements for the opening year of service (2024).

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.72	CO	18.74
NOx	2.41	PM10	N/A
PM2.5	N/A	CO2	N/A

Duration of PM10 & CO Benefit — Permanent Years

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	May 5, 2021
	Name and Title		

Submit Completed Application to:

E-mail: CMAQ@odot.state.or.us | Subject Line: CMAQ [Agency Name] Application [Year]

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/ Rejection	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			