

2021-2026 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Public Notification and Opportunity to Comment Notice



Metro is in receipt of the 2021-26 MTIP February FFY 2023 Formal Amendment Bundle for Resolution 23-5315

Amendment Purpose Statement for Resolution 23-5315 (Amendment Number FB23-06-FEB)

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ENSURE PREVIOUSLY APPROVED FUNDING IS AVAILABLE TO SUPPORT PLANNING ACTIVITIES IN THE SFY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

Public Notification Comment Opportunities for the February FFY 2023 Formal MTIP Amendment for Resolution 23-5315

The public review period for this project amendment is **1/31/2023** and concludes on **3/1/2023**, at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-26 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal/Full Amendments

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits (greater than 1 mile). (3) Involves a significant cost change (increase or decrease normally 20% or 30% greater). (4) Adds or cancels a project from the MTIP.

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5315

February FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: FB23-06-FEB
 Total Number of Projects: 4

| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action |
|--|-------------|--|---|---|
| (#1) ODOT Key # 22158 MTIP ID 71107 | Metro | Regional Travel Options (RTO) program (FFY 2023) | The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2023 UPWP allocation year) | <u>ADVANCE PROJECT:</u> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP |
| (#2) ODOT Key # 22161 MTIP ID 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) | <u>ADVANCE PROJECT:</u> Advance the project and funding from FFY 2025 to FFY 2023 to support the development and funding needs of the SFY 2024 UPWP |
| (#3) ODOT Key # 22598 MTIP ID 70871 | Metro | Corridor and Systems Planning (2021) | Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year) | <u>COMBINE FUNDING:</u> Combine \$295,924 of STBG plus match from Key 22154 into Key 22598 to support SFY 2024 UPWP Next Corridor Planning needs |
| (#4) ODOT Key # 22154 MTIP ID 71111 | Metro | Next Corridor Planning (FFY 2022) | Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year) | <u>SPLIT FUNDING:</u> Split \$295,924 of STBG plus match from key 22154 and combine into Key 22598 to support Next Corridor Planning needs in the SFY 2024 UPWP |

Proposed Amendment Review and Approval Steps:

- Wednesday, January 31, 2023: Post amendment & begin 30-day notification/comment period
- Friday, February 3, 2023: TPAC meeting (Required notification)
- Thursday, January 16, 2023: JPACT meeting
- Wednesday, March 1, 2023: End 30-day Public Comment period
- Thursday, March 9, 2023: Metro Council meeting
- Wednesday, March 15, 2023: Signed resolution available to complete amendment bundle
- Thursday, March 16, 2023: Metro approved February 2023 Formal MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Mid-April 2023: Final approvals expected from FHWA.

2021-2026 MTIP Formal Amendment - Exhibit A

February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB

Summary Reason for Change: Project is being advanced to FFY 2023 to be incorporated into and support the SFY 2024 UPWP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
ADVANCE PROJECT**
Advance Key 22158 to FFY 2023 as
part of the SFY 24 UPWP

| | | | | | | |
|---|--------------|----------|------------------------|-------------|---------------------|--------------------|
| Lead Agency: | Metro | | Project Type: | Local Rd | ODOT Key: | 22158 |
| Project Name: | | 1 | Fiscal Constraint Cat: | Other | MTIP ID: | 71107 |
| Regional Travel Options (RTO) program (FFY 2023) | | | ODOT Type | TBD | Status: | 0 |
| | | | Performance Goal: | N/A | Comp Date: | 12/31/2025 |
| | | | Capacity Enhancing: | No | RTP ID: | 11103 |
| Project Status: 0 = No activity. | | | Conformity Exempt: | Yes | RTP Approval: | 12/6/2018 |
| | | | On CMP: | No | Trans Model: | 12/6/2018 |
| | | | 30 Day Notice Begin: | 1/31/2023 | TCM: | No |
| | | | 30 Day Notice End: | 3/1/2023 | TSMO Award | No |
| | | | Funding Source | Metro | TSMO Cycle | N/A |
| | | | Funding Type: | STBG | RFFA ID: | 50397 |
| | | | State Highway Route | N/A | RFFA Cycle: | 2022-24 |
| | | | Mile Post Begin: | N/A | UPWP: | No |
| | | | Mile Post End: | N/A | UPWP Cycle: | N/A |
| | | | Length: | N/A | Past Amend: | 1 |
| Short Description: | | | Flex Transfer to FTA | YES | Council Appr: | Yes |
| The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2023 UPWP allocation year) | | | FTA Conversion Code: | 5307 | Council Date: | 3/9/2023 |
| | | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | | Years Active: | 1 | OTC Date | N/A |
| | | | STIP Amend #: | TBD | MTIP Amnd #: | FB23-06-FEB |

Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours. (UPWP RFFA Step 1 STBG allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
|--|------------------|-----------------|--------------|-------------------------|--------------|--------------|-------------------------|---------------------|
| Federal Funds | | | | | | | | |
| STBG-U | Y230 | 2025 | - | | | | \$ 2,839,398 | \$ - |
| STBG-U | Y230 | 2023 | \$ 2,839,398 | | | | | \$ 2,839,398 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | Federal Totals: | \$ 2,839,398 |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| Local Funds | | | | | | | | |
| Local | Match | 2025 | - | | | | \$ 324,982 | \$ - |
| Local | Match | 2023 | \$ 324,982 | | | | | \$ 324,982 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| Other funds = local overmatch contribution | | | | | | | Local Total | \$ 324,982 |
| Phase Totals Before Amend: | | | \$ - | \$ - | \$ - | \$ - | \$ 3,164,380 | \$ 3,164,380 |
| Phase Totals After Amend: | | | \$ 3,164,380 | \$ - | \$ - | \$ - | \$ - | \$ 3,164,380 |
| Total Project Cost Estimate (all phases): | | | | | | | | \$ 3,164,380 |
| Year of Expenditure Cost Amount: | | | | | | | | \$ 3,164,380 |

Programming Summary Details

Why project is short programmed:

| | | | | | | |
|------------------------|--------------|---------|---------|---------|----------------|------------|
| Phase Change Amount: | \$ 3,164,380 | \$ - | \$ - | \$ - | \$ (3,164,380) | \$ - |
| Phase Change Percent: | 100% | #DIV/0! | #DIV/0! | #DIV/0! | -100% | 0% |
| Revised Match Federal: | \$ 324,982 | \$ - | \$ - | \$ - | \$ - | \$ 324,982 |
| Revised Match Percent: | 10.27% | N/A | N/A | N/A | N/A | 10.27% |

Phase Obligations and Expenditures Summary

| Item | Planning | PE | ROW | Construction | Other | |
|--------------------------|----------|----|-----|--------------|-------|----------------|
| 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 amendment advances the approved STBG funding and match for the RTO program from FFY 2025 forward into the constrained year of FFY 2023. The funds are allocated to the project for FFY 2023 and will be part of the SFY 2024 UPWP. |
| 4 | MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation |

Public Notification and Comment Process:

| | |
|----|---|
| 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? January 31, 2023 to March 1, 2023 |
| 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

| | |
|---|---|
| 6 | Added clarifying notes: RTO activities are a component of the annual UPWP and are considered planning activities. As such, they are being moved back to their appropriate phase "Planning" as part of this amendment. |
|---|---|

Fiscal Constraint Consistency Check Areas

| | |
|----|---|
| 1 | Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities. |
| 2A | Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023. |
| 2B | What is the funding source for the project? Metro RFFA Step 1 annual funding |
| 2C | Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP. |
| 2D | Was overall fiscal constraint demonstrated? Yes. |

RTP Consistency Check Areas

| | |
|----|--|
| 1A | RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027 |
| 1B | RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars. |
| 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: Table 2 - Other - Planning and technical studies. |
| 3A | Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. |
| 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 nor does it exceed \$100 million dollars in cost. |

UPWP Consistency Check Areas

| | |
|----|--|
| 1A | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. The project will be part of the UPWP, but remain as stand-alone independently programmed project in the MTIP |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development |
| 2 | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement - but independent stand-alone programming for flex transfer needs to FTA. |

Other Review Areas

| | |
|----|---|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 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

| | |
|--------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| 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 |



Metro

Transportation tracker

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ODOT Key: 22158 | MTIP ID: 71107

Regional Travel Options (RTO) program (FFY 2023) - Cycle 2021-26

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|-----------------|------|------------|----------------|---------------------|--------------|-------------|--------------------------|
| Other (explain) | 2025 | | \$2,839,398 | \$324,982 | \$0 | \$3,164,380 | <input type="checkbox"/> |
| | 2023 | STBG-URBAN | \$2,839,398 | \$324,982 | \$0 | \$3,164,380 | |
| Totals >> | | | \$2,839,398 | \$324,982 | \$0 | \$3,164,380 | |

| | | Federal Fiscal Year | | | | | | | |
|----|------------------------------------|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 3 | 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 |
| 4 | 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 |
| 5 | 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 |
| 6 | TSMO Administration (Metro) | | | | \$113,045 | \$178,852 | \$183,211 | \$188,707 | \$194,369 |
| 7 | 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 |
| 8 | RTO - Safe Routes to Schools | | | | \$485,000 | \$500,000 | \$515,000 | \$530,450 | \$546,364 |
| 9 | Corridor & System Planning | \$507,427 | \$514,963 | \$522,610 | \$538,288 | \$554,437 | \$571,070 | \$588,202 | \$605,848 |
| 10 | Freight & Eco Devo System Planning | | | | \$67,900 | \$70,000 | \$72,100 | \$74,263 | \$76,491 |
| 11 | 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 |
| 12 | | | | | | | | | |
| 13 | 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 |
| 14 | 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 |
| 15 | Bond Commitment & Step 1 (annual) | | | | | | \$31,639,826 | \$32,531,659 | \$32,862,709 |
| 16 | | | | | | | | | |

2021-2026 MTIP Formal Amendment - Exhibit A

February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB

Summary Reason for Change: Project is being advanced to FFY 2023 to be incorporated into and support the SFY 2024 UPWP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
ADVANCE PROJECT**
Advance Key 22161 to FFY 2023 as
part of the SFY 24 UPWP

| | | | | | | |
|--|--------------|----------|--------------------------|-------------|---------------------------------|-------------------|
| Lead Agency: | Metro | | Project Type: | Local Rd | ODOT Key: | 22161 |
| Project Name: | | 2 | Fiscal Constraint Cat: | Other | MTIP ID: | 71114 |
| Safe Routes To Schools program (FFY 2023) | | | ODOT Type | TBD | Status: | 0 |
| | | | Performance Goal: | N/A | Comp Date: | 12/31/2025 |
| Project Status: 0 = No activity. | | | Capacity Enhancing: | No | RTP ID: | 12021 |
| | | | Conformity Exempt: | Yes | RTP Approval: | 12/6/2018 |
| | | | On CMP: | No | Trans Model: | 12/6/2018 |
| | | | 30 Day Notice Begin: | 1/31/2023 | TCM: | No |
| | | | 30 Day Notice End: | 3/1/2023 | TSMO Award | No |
| | | | Funding Source | Metro | TSMO Cycle | N/A |
| | | | Funding Type: | STBG | RFFA ID: | 50405 |
| | | | State Highway Route | N/A | RFFA Cycle: | 2022-24 |
| | | | Mile Post Begin: | N/A | 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: | 3/9/2023 |
| | | | 1st Year Program'd: | 2023 | OTC Approval: | No |
| | | | Years Active: | 1 | OTC Date | N/A |
| | | | STIP Amend #: TBD | | MTIP Amnd #: FB23-06-FEB | |

Detailed Description: 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. (FY 2023 allocation year)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN 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 FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
|--|------------------|-----------------|------------|-------------------------|--------------|--------------|------------------------|-------------------|
| Federal Funds | | | | | | | | |
| STBG-U | Y230 | 2025 | - | | | | \$ 546,364 | \$ - |
| STBG-U | Y230 | 2023 | \$ 546,364 | | | | | \$ 546,364 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | Federal Totals: | \$ 546,364 |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| Local Funds | | | | | | | | |
| Local | Match | 2025 | - | | | | \$ 62,534 | \$ - |
| Local | Match | 2023 | \$ 62,534 | | | | | \$ 62,534 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| Other funds = local overmatch contribution | | | | | | | Local Total | \$ 62,534 |
| Phase Totals Before Amend: | | | \$ - | \$ - | \$ - | \$ - | \$ 608,898 | \$ 608,898 |
| Phase Totals After Amend: | | | \$ 608,898 | \$ - | \$ - | \$ - | \$ - | \$ 608,898 |
| Total Project Cost Estimate (all phases): | | | | | | | | \$ 608,898 |
| Year of Expenditure Cost Amount: | | | | | | | | \$ 608,898 |

Programming Summary Details

Why project is short programmed:

| | | | | | | |
|------------------------|------------|---------|---------|---------|--------------|-----------|
| Phase Change Amount: | \$ 608,898 | \$ - | \$ - | \$ - | \$ (608,898) | \$ - |
| Phase Change Percent: | 100% | #DIV/0! | #DIV/0! | #DIV/0! | -100% | 0% |
| Revised Match Federal: | \$ 62,534 | \$ - | \$ - | \$ - | \$ - | \$ 62,534 |
| Revised Match Percent: | 10.27% | N/A | N/A | N/A | N/A | 10.27% |

Phase Obligations and Expenditures Summary

| Item | Planning | PE | ROW | Construction | Other | |
|--------------------------|----------|----|-----|--------------|-------|----------------|
| 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 amendment advances the approved STBG funding and match for the RTO program from FFY 2025 forward into the constrained year of FFY 2023. The funds are allocated to the project for FFY 2023 and will be part of the SFY 2024 UPWP. |
| 4 | MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation |

Public Notification and Comment Process:

| | |
|----|---|
| 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? January 31, 2023 to March 1, 2023 |
| 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

| | |
|---|--|
| 6 | Added clarifying notes: Metro's SRTS activities are a component of the annual UPWP and are considered planning activities. As such, they are being moved back to their appropriate phase "Planning" as part of this amendment. |
|---|--|

Fiscal Constraint Consistency Check Areas

| | |
|----|---|
| 1 | Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities. |
| 2A | Does the amendment include fiscal updates? No. The authorized funding is not changing, only being advanced forward to FFY 2023. |
| 2B | What is the funding source for the project? Metro RFFA Step 1 annual funding |
| 2C | Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP. |
| 2D | Was overall fiscal constraint demonstrated? Yes. |

RTP Consistency Check Areas

| | |
|----|--|
| 1A | RTP ID and Name: ID# 12021 - Regional Safe Routes to School Program for 2018-2027 |
| 1B | RTP Project Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school. |
| 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: Table 2 - Other - Planning and technical studies. |
| 3A | Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. |
| 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 nor does it exceed \$100 million dollars in cost. |

UPWP Consistency Check Areas

| | |
|----|--|
| 1A | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. The project will be part of the UPWP, but remain as stand-alone independently programmed project in the MTIP |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development |
| 2 | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement - but independent stand-alone programming for flex transfer needs to FTA. |

Other Review Areas

| | |
|----|---|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 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

| | |
|--------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| 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 |

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[FUND](#)

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[costs](#)
[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)
[rffa](#)

ODOT Key: 22161 | MTIP ID: 71114

Safe Routes to Schools program (FFY 2023) - Cycle 2021-26

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|------------------------|-------------|------------|------------------|---------------------|--------------|------------------|--------------------------|
| Other (explain) | 2025 | | \$546,364 | \$62,534 | | \$608,898 | <input type="checkbox"/> |
| | 2023 | STBG-URBAN | \$546,364 | \$62,534 | | \$608,898 | |
| Totals >> | | | \$546,364 | \$62,534 | \$0 | \$608,898 | |

| | 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 |
| | | | | | | | | |

2021-2026 MTIP Formal Amendment - Exhibit A

February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB

Summary Reason for Change: The project combines STBG and Match (\$295,924 of STBG plus match) into Key 22598 to support Next Corridor Planning needs as part of the SFY 2024 UPWP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
COMBINE FUNDING**
Combine funds from Key 22154 into
22598 as part of the SFY 24 UPWP

| | | | | |
|--|---|------------------------|---------------------------------|-----------------------------------|
| Lead Agency: Metro | | Project Type: | Other | ODOT Key: 22598 |
| Project Name: Corridor and Systems Planning (2021) | 3 | Fiscal Constraint Cat: | Planning | MTIP ID: 70871 |
| | | ODOT Type | Planning | Status: 0 |
| | | Performance Goal: | N/A | Comp Date: 12/31/2025 |
| Project Status: 0 = No activity. | | Capacity Enhancing: | No | RTP ID: 10000 11103 |
| | | Conformity Exempt: | Yes | RTP Approval: 12/6/2018 |
| | | On CMP: | No | Trans Model: 12/6/2018 |
| | | 30 Day Notice Begin: | 1/31/2023 | TCM: No |
| | | 30 Day Notice End: | 3/1/2023 | TSMO Award: No |
| | | Funding Source | Metro | TSMO Cycle: N/A |
| | | Funding Type: | STBG | RFFA ID: 50364 |
| | | State Highway Route | N/A | RFFA Cycle: 2019-21 |
| | | Mile Post Begin: | N/A | UPWP: Yes |
| | | Mile Post End: | N/A | UPWP Cycle: SFY 24 |
| | | Length: | N/A | Past Amend: 5 |
| | | Flex Transfer to FTA | No | Council Appr: Yes |
| | | FTA Conversion Code: | N/A | Council Date: 3/9/2023 |
| | | 1st Year Program'd: | 2023 | OTC Approval: No |
| | | Years Active: | 1 | OTC Date: N/A |
| STIP Amend #: TBD | | | MTIP Amnd #: FB23-06-FEB | |
| Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions and desired outcomes. (FY 2021 fund allocation year) | | | | |

Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.

STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.

Last Amendment of Modification: Administrative - July 2022 - AM22-25-JUL2 - COMBINE FUNDS: The Administrative Modification combines \$56,368 from Key 22169 as a Metro UPWP corrective action.

PROJECT FUNDING DETAILS

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
|--|------------------|-----------------|-----------------------|-------------------------|--------------|--------------|------------------------|-----------------------|
| Federal Funds | | | | | | | | |
| STBG-U | Y230 | 2023 | \$ 121,649 | | | | - | \$ - |
| STBG-U | Y230 | 2023 | \$ 417,573 | | | | | \$ 417,573 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | Federal Totals: | \$ 417,573 |
| S295,924 of STBG-U (plus match) is being transferred from Key 22154 and combined into Key 22598 for Next Corridor UPWP needs | | | | | | | | |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | State Total: | \$ - |
| Local Funds | | | | | | | | |
| Local | Match | 2023 | \$ 13,923 | | | | - | \$ - |
| Local | Match | 2023 | \$ 47,793 | | | | | \$ 47,793 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| | | | | | | | Local Total | \$ 47,793 |
| Phase Totals Before Amend: | | | \$ 135,572 | \$ - | \$ - | \$ - | \$ - | \$ 135,572 |
| Phase Totals After Amend: | | | \$ 465,366 | \$ - | \$ - | \$ - | \$ - | \$ 465,366 |
| Total Project Cost Estimate (all phases): | | | | | | | | \$ 465,366 |
| Year of Expenditure Cost Amount: | | | | | | | | \$ 465,366 |

Programming Summary Details

Why project is short programmed: The project is not short programmed. The remaining authorized funding from the FFY 2021 allocation year is being combined into the FFY 2023 allocation year in Key 22154

| | | | | | | |
|------------------------|------------|------|------|------|------|------------|
| Phase Change Amount: | \$ 329,794 | \$ - | \$ - | \$ - | \$ - | \$ 329,794 |
| Phase Change Percent: | 243% | 0% | 0% | 0% | 0% | 243% |
| Revised Match Federal: | \$ 47,793 | \$ - | \$ - | \$ - | \$ - | \$ 47,793 |
| Revised Match Percent: | 10.27% | N/A | N/A | N/A | N/A | 10.27% |

Phase Obligations and Expenditures Summary

| Item | Planning | PE | ROW | Construction | Other | |
|--------------------------|----------|----|-----|--------------|-------|--|
| Total Funds Obligated: | | | | | | Federal Aid ID |
| Federal Funds Obligated: | | | | | | |
| Initial Obligation Date: | | | | | | Other Notes All STBG and match will be combined into Key 22311 later as part of the SFY 24 UPWP for Next Corridor needs |
| 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 amendment transfers and combines 295,924 of STBG (and match) from into Key 22154 to pool and increase the STBG to meet the SFY 2024 UPWP Next Corridor planning needs. In April, a final admin mod will occur to shift all funds in Key 22598 to Key 22311 into the UPWP Master Agreement. This action is the first of a two-step process to incorporate the STBG into the Master Agreement into Key 22311. |
| 4 | MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation |

Public Notification and Comment Process:

| | |
|----|---|
| 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? January 31, 2023 to March 1, 2023 |
| 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

| | |
|---|--|
| 6 | Added clarifying notes: The nature of the specific approved corridor study activities to be part of the SFY 2024 UPWP will determine if they and any funds will be combined into Key 22311, or remain as stand alone projects. |
|---|--|

Fiscal Constraint Consistency Check Areas

| | |
|----|--|
| 1 | Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities. |
| 2A | Does the amendment include fiscal updates? No. The authorized funding is not changing, but being pooled together based on the estimated need of a total of \$805,000 for corridor planning study support as part of the SFY 2024 UPWP. |
| 2B | What is the funding source for the project? Metro RFFA Step 1 annual funding |
| 2C | Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP. |
| 2D | Was overall fiscal constraint demonstrated? Yes. |

RTP Consistency Check Areas

| | |
|----|--|
| 1A | RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027 |
| 1B | RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars. |
| 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: Table 2 - Other - Planning and technical studies. |
| 3A | Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. |
| 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 nor does it exceed \$100 million dollars in cost. |

UPWP Consistency Check Areas

| | |
|----|--|
| 1A | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development |

| | |
|---|--|
| 2 | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement. |
|---|--|

| Other Review Areas | |
|--------------------|---|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 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 | |
|----------------------------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| 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 |

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ODOT Key: 22598 | MTIP ID: 70871

Corridor and Systems Planning (2021) - Cycle 2021-26

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|-----------|------|------------|----------------|---------------------|--------------|-----------|--------------------------|
| Planning | 2023 | | \$121,649 | \$13,923 | | \$135,572 | <input type="checkbox"/> |
| | 2021 | STBG-URBAN | \$121,649 | \$13,923 | | \$135,572 | |
| Totals >> | | | \$121,649 | \$13,923 | \$0 | \$135,572 | |

| | 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 | |
| | | | | | | | | | |

2021-2026 MTIP Formal Amendment - Exhibit A

February 2023 Formal Amendment for FFY 2023 - Amendment Number FB23-06-FEB

Summary Reason for Change: \$232,156 of STBG-U (\$258,721 total) is being split off Key 22155 to support Next Corridor Planning needs for Key 22154 to support the SFY 2024 UPWP



Metro 2021-26 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET

**MTIP Formal Amendment
SPLIT FUNDING**
Split \$295,924 of STBG plus match
and combine int Key 22598

| | | | |
|---|--------------------------|--|--------------------------------|
| Lead Agency: Metro | | Project Type: Local Rd Other | ODOT Key: 22154 |
| Project Name: Next Corridor Planning (FFY 2022) | 4 | Fiscal Constraint Cat: Other Planning | MTIP ID: 71111 |
| | | ODOT Type: Planning | Status: 0 |
| Project Status: 0 = No activity. | | Performance Goal: N/A | Comp Date: 12/31/2025 |
| Short Description: Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year) | | Capacity Enhancing: No | RTP ID: 11103 |
| | | Conformity Exempt: Yes | RTP Approval: 12/6/2018 |
| | | On CMP: No | Trans Model: 12/6/2018 |
| | | 30 Day Notice Begin: 1/31/2023 | TCM: No |
| | | 30 Day Notice End: 3/1/2023 | TSMO Award: No |
| | | Funding Source: Metro | TSMO Cycle: N/A |
| | | Funding Type: STBG | RFFA ID: 50402 |
| | | State Highway Route: N/A | RFFA Cycle: 2022-24 |
| | | Mile Post Begin: N/A | UPWP: Yes |
| | | Mile Post End: N/A | UPWP Cycle: SFY 24 |
| | | Length: N/A | Past Amend: 2 |
| | | Flex Transfer to FTA: No | Council Appr: Yes |
| | | FTA Conversion Code: N/A | Council Date: 3/9/2023 |
| | | 1st Year Program'd: 2025 | OTC Approval: No |
| | | Years Active: 0 | OTC Date: N/A |
| | STIP Amend #: TBD | MTIP Amnd #: FB23-06-FEB | |

Detailed Description: Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG Allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - March 2022 - MA22-09-MAR- SPLIT FUNDING: \$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development

| PROJECT FUNDING DETAILS | | | | | | | | |
|---|------------------|-----------------|-----------------------|-------------------------|--------------|--------------|-------------|-----------------------|
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other | Total |
| Federal Funds | | | | | | | | |
| STBG-U | Y230 | 2025 | \$ 451,331 | | | | - | \$ - |
| STBG-U | Y230 | 2025 | \$ 155,407 | | | | | \$ 155,407 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| Federal Totals: | | | | | | | \$ | 155,407 |
| Note: STBG-U is being combined into Key 22598 | | | | | | | | |
| State Funds | | | | | | | | |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| State Total: | | | | | | | \$ | - |
| Local Funds | | | | | | | | |
| Local | Match | 2025 | \$ 51,657 | | | | - | \$ - |
| Local | Match | 2025 | \$ 17,787 | | | | | \$ 17,787 |
| | | | | | | | | \$ - |
| | | | | | | | | \$ - |
| Other funds = local overmatch contribution | | | | | | | Local Total | \$ 17,787 |
| Phase Totals Before Amend: | | | \$ 502,988 | \$ - | \$ - | \$ - | \$ - | \$ 502,988 |
| Phase Totals After Amend: | | | \$ 173,194 | \$ - | \$ - | \$ - | \$ - | \$ 173,194 |
| Total Project Cost Estimate (all phases): | | | | | | | | \$ 173,194 |
| Year of Expenditure Cost Amount: | | | | | | | | \$ 173,194 |

Programming Summary Details

Why project is short programmed: The project is not short programmed. Key 22154 is being adjusted to reflect the Next Corridor Planning fund needs for the SFY 2024 UPWP

| | | | | | | |
|------------------------|--------------|------|------|------|------|--------------|
| Phase Change Amount: | \$ (329,794) | \$ - | \$ - | \$ - | \$ - | \$ (329,794) |
| Phase Change Percent: | -65.6% | 0% | 0% | 0% | 0% | -65.6% |
| Revised Match Federal: | \$ 17,787 | \$ - | \$ - | \$ - | \$ - | \$ 17,787 |
| Revised Match Percent: | 10.27% | N/A | N/A | N/A | N/A | 10.27% |

Phase Obligations and Expenditures Summary

| Item | Planning | PE | ROW | Construction | Other | |
|--------------------------|----------|----|-----|--------------|-------|----------------|
| 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 amendment splits \$295,924 of STBG plus match and combines it into Key 22598 to support the Next Corridor Planning funding requirement in the SFY 2024 UPWP. |
| 4 | MTIP Programming Submitted Supporting Documentation: RFFA Step 1 allocation table and Finance Department confirmation |

Public Notification and Comment Process:

| | |
|----|---|
| 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? January 31, 2023 to March 1, 2023 |
| 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. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed. |

| | |
|---|--|
| 6 | Added clarifying notes: The nature of the specific approved corridor study activities to be part of the SFY 2024 UPWP will determine if they and any funds will be combined into Key 22311, or remain as stand alone projects. |
|---|--|

Fiscal Constraint Consistency Check Areas

| | |
|----|---|
| 1 | Will Performance Measurements Apply? No. This is a planning activity. Performance measurements do not apply to planning activities. |
| 2A | Does the amendment include fiscal updates? No. The authorized funding is not changing, but being pooled together based on the estimated need of a needed \$805,136 of STBG-U for corridor planning study support (in Key 22154) as part of the SFY 2024 UPWP. |
| 2B | What is the funding source for the project? Metro RFFA Step 1 annual funding |
| 2C | Was the Proof-of Funding requirement satisfied and how? Confirmation of project need in FFY 2023 and verification that the funds will be part of the SFY 2024 UPWP. |
| 2D | Was overall fiscal constraint demonstrated? Yes. |

RTP Consistency Check Areas

| | |
|----|--|
| 1A | RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027 |
| 1B | RTP Project Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars. |
| 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: Table 2 - Other - Planning and technical studies. |
| 3A | Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing. |
| 3B | If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No. |
| 3C | Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply |
| 3D | Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. |
| 4 | What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability. Objective 11.2 Performance-Based Planning – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis. |
| 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 nor does it exceed \$100 million dollars in cost. |

UPWP Consistency Check Areas

| | |
|----|--|
| 1A | Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. |
| 1B | Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP amendment can proceed concurrently with the UPWP development |

| | |
|---|--|
| 2 | What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Master Agreement. |
|---|--|

| Other Review Areas | |
|--------------------|---|
| 1 | Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable |
| 2A | Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable |
| 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 | |
|----------------------------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| 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 |

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ODOT Key: 22154 | MTIP ID: 71111

Next Corridor Planning (FFY 2022) - Cycle 2021-26

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|-----------|------|------------|----------------|---------------------|--------------|-----------|--------------------------|
| Planning | 2025 | | \$451,331 | \$51,657 | | \$502,988 | <input type="checkbox"/> |
| | 2022 | STBG-URBAN | \$451,331 | \$51,657 | | \$502,988 | |
| Totals >> | | | \$451,331 | \$51,657 | \$0 | \$502,988 | |

| 1 | | Federal Fiscal Year | | | | | | | |
|----|------------------------------------|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 2 | | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 3 | 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 |
| 4 | 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 |
| 5 | 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 |
| 6 | TSMO Administration (Metro) | | | | \$113,045 | \$178,852 | \$183,211 | \$188,707 | \$194,369 |
| 7 | 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 |
| 8 | RTO - Safe Routes to Schools | | | | \$485,000 | \$500,000 | \$515,000 | \$530,450 | \$546,364 |
| 9 | Corridor & System Planning | \$507,427 | \$514,963 | \$522,610 | \$538,288 | \$554,437 | \$571,070 | \$588,202 | \$605,848 |
| 10 | Freight & Eco Devo System Planning | | | | \$67,900 | \$70,000 | \$72,100 | \$74,263 | \$76,491 |
| 11 | 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 |
| 12 | | | | | | | | | |
| 13 | 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 |
| 14 | 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 |
| 15 | Bond Commitment & Step 1 (annual) | | | | | | \$31,639,826 | \$32,531,659 | \$32,862,709 |
| 16 | | | | | | | | | |