

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 23-5315
2021-24 MTIP TO ENSURE PREVIOUSLY)	
APPROVED FUNDING IS AVAILABLE TO)	Introduced by: Chief Operating Officer
SUPPORT PLANNING ACTIVITIES IN THE SFY)	Marissa Madrigal in concurrence with
2024 UNIFIED PLANNING WORK PROGRAM)	Council President Lynn Peterson
(UPWP))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, preliminary development of Metro’s State Fiscal Year 2024 Unified Planning Work Program (UPWP) now requires programming adjustments to prior approved UPWP funding areas in the MTIP to support the SFY 2024 UPWP; and

WHEREAS, the prior approved UPWP Surface Transportation Block Grant allocations to the Regional Travel Options (RTO) and Safe Routes to School (SRTS) outreach activities are being advanced to FFY 2023 in the MTIP to support the SFY 2024 UPWP; and

WHEREAS, both the RTO and SRTS UPWP projects will remain as stand-alone projects in the MTIP allowing them to be flex-transferred and obligated through the Federal Transit Administration during FFY 2023; and

WHEREAS, Metro’s Finance Department has determined the preliminary funding need using Surface Transportation Block Grant funds necessitates the advancement and funding adjustments to two prior approved Next Corridor Planning MTIP projects in support of the SFY 2024 UPWP budget; and

WHEREAS, Metro staff reviewed and confirmed the MTIP’s financial constraint finding is maintained with this amendment; and

WHEREAS, Exhibit A to this resolution includes the project names, descriptions, and amendment action for the four projects proposed for amendment; and

WHEREAS, on February 3, 2023, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on February 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the four projects, identified in Exhibit A, in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 2nd day of March 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

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:			Fiscal Constraint Cat:	Other	MTIP ID:	71107
Regional Travel Options (RTO) program (FFY 2023)	1		ODOT Type	TBD	Status:	0
			Performance Goal:	N/A	Comp Date:	12/31/2025
Project Status: 0 = No activity.			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:	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
			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: 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.
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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



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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
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: 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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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	
1									
2									
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: 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 Mster 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.
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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
		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									



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 21, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: February FFY 2023 MTIP Formal Amendment & Resolution 23-5315 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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)

BACKGROUND

What This Is:

The February FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle is primarily a re-positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The summary of changes includes the following:

- Key 22158, the FFY 23 Regional Travel Options (RTO) project is being advanced from FFY 2025 to FFY 2023.
- Key 22161, the FFY 23 Safe Routes to School (SRTS) project is being advanced from FFY 25 to FFY 2023.
- To meet the preliminary funding estimate for the Next Corridor Study project UPWP area:
 - \$295,924 of STBG plus match is being split from Key 22154 and combined into Key 22598.
 - Key 22154 is reduced and left in FFY 2025.

What is the requested action?

JPACT met on February 16, 2023, and approved Resolution 23-5315. JPACT now requests Metro Council provide the final approval for Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development.

A summary of the projects and amendment actions within the bundle are shown on the next pages.

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

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)	ADVANCE PROJECT: 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)	ADVANCE PROJECT: 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)	COMBINE FUNDING: 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)	SPLIT FUNDING: 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

AMENDMENT BUNDLE SUMMARY:

A total of four projects are included in the January FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number FB23-06-FEB. All changes are to existing projects. There are no new projects included in the bundle. All projects completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on January 31, 2023 and closed on March 1, 2023.

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

JPACT 2-16-2023 Meeting Summary

The February 2023 Formal MTIP Amendment bundle was included on JPACT's Consent calendar. JPACT moved and approved the Consent calendar including the February Formal Amendment under Resolution 23-5315 unanimously and without discussion.

TPAC 2-3-2023 Meeting Summary:

Ken Lobeck, Metro Funding Programs Lead provided TPAC members with a short overview and purpose for the February 2023 Formal MTIP Amendment. The amendment bundle consists of four projects that require repositioning and/or programming updates to support the developing SFY 2024 UPWP. The MTIP is used as an obligation safety net providing the accountability and transparency when the various UPWP federal funds are obligated and approved to be expended. To avoid conflicts with the annual Obligation Targets program, several of the prior approved UPWP funding elements have been moved out to FFY 2025. Ken explained that as the SFY 2024 UPWP budget is coming together, a preliminary estimate of the needed federal funds is clearer allowing the individual needed projects to be re-positioned in FFY 2023 to support the SFY 2024 UPWP.

Ken noted that this amendment bundle is advancing into FFY 2023 the FFY 2023 Regional Travel Options (RTO) and FFY 2023 Safe Routes to Schools (SRTS) now that the preliminary UPWP budget has confirmed their federal Surface Transportation Block Grant (STBG) funds will be needed this year. The STBG funding allocated to these two programs has been approved previously as part of the RFFA Step 1 Table process. The amendment action is ensuring the required STBG will be available to be obligated before the end of FFY 2023.

He added that the remaining two projects in the bundle reflect the preliminary federal STBG estimate that will be needed in support of the SFY 2024 Next Corridor Planning area. The impacted Next Corridor Planning programming Keys in the MTIP and STIP are now being advanced, combined, and updated to reflect the estimated STBG that will be needed to the final list of approved planning projects.

As a final note, Ken explained that by repositioning and updating the STBG now, final required updates or changes can occur during April administratively without the need for another formal amendment. The goal is to have the final MTIP and STIP programming ready by May to allow the SFY 2024 UPWP Master Agreement to complete its required final reviews and approvals before the end of May with the final obligations occurring in early June 2023.

A TPAC member raised a question about the source of the Next Corridor Planning STBG requirements and how this is determined. Ken and Ted Leybold, Metro Resource Management Department Manager explained that Metro's Planning Group reviews and determines the annual planning priorities and specific studies to be included in the UPWP. The identification and selection process begins in November and by February the preliminary funding needs have been identified. During February, the applicable Next Corridor Planning revenue buckets are adjusted and updated to ensure sufficient funding is programmed in the correct obligation year.

By each February, preliminary financial requires have now been identified and a preliminary budget summary list of draft projects has been established. See the table on the next page as an example. Using the budget summary list, the MTIP and STIP are adjusted to reflect the funding needs. On the next page is the preliminary summary for the Next Corridor Planning section in the UPWP. The preliminary list of planning projects indicates that a total of \$417,573 of federal STBG will be required. The February 2023 Formal MTIP amendment is completing the funding updates and repositioning to support this area. Note: The amendment action is not approving the identified

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

projects. The amendment action is setting up the MTIP and STIP to have the required federal STBG ready in FFY 2023 to move forward and be obligated. Changes to this Next Corridor Planning section can still occur. If they result in different funding requirements, the change now can occur administratively instead of requiring another formal amendment.

Draft SFY 2024 UPWP Budget Summary and Next Corridor Planning Area Funding Needs

METRO	Requirements Total Direct and Indirect Costs	HIDE C	Resources									
			PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support
6 Regional Transit Program	\$ 206,678	##					\$ 275,362	\$ 31,518				
7 Regional Freight Program	\$ 312,544	##					\$ 280,445	\$ 32,098				
8 Complete Streets Program	\$ 90,295	##	\$ 81,021	\$ 9,273								
9 Regional Travel Options	\$ 4,803,116	##							\$ 4,644,359	\$ 158,557		
10 Safe Routes to School Program	\$ 573,262	##							\$ 548,690	\$ 24,572		
11 Transportation System Management & Operations - Regional Mobility Program	\$ 285,077	##					\$ 255,800	\$ 29,277				
12 TSMO Program Plus	\$ 183,414	##							\$ 164,578	\$ 18,837		
13 Better Bus Program	\$ 2,617,071	##									\$ 2,617,071	
14 Connecting First and Last Mile: Accessing Mobility through Transit Study	\$ 606,000	##									\$ 606,000	
15 Regional Emergency Transportation Routes	\$ 79,055	##					\$ 70,936	\$ 8,119				
Metro led Regionwide Planning Total	\$ 14,554,069	##	\$ 2,225,588	\$ 254,729	\$ 421,078	\$ 48,194	\$ 1,611,706	\$ 184,467	\$ 5,357,827	\$ 201,966	\$ 4,248,515	\$ -
Metro led Corridor / Area Planning												
1 Investment Areas (Corridor Refinement and Project Development)	\$ 716,437	##					\$ 256,227	\$ 29,326			\$ 430,883	
2 Southwest Corridor Transit Project	\$ 754,434	##							\$ 630,000	\$ 124,434		
3 Columbia Connects	\$ 91,960	##					\$ 82,516	\$ 9,444				
4 TV Highway Transit and Development Project	\$ 890,365	##							\$ 342,761	\$ 38,823	\$ 268,781	\$ 240.00
5 82nd Ave Transit Project	\$ 1,363,994	##					\$ 78,830	\$ 9,022			\$ 1,026,142	\$ 250.00
Metro led Corridor / Area Planning Total	\$ 3,817,189	##	\$ -	\$ -	\$ -	\$ -	\$ 417,571	\$ 47,793	\$ 972,761	\$ 163,257	\$ 1,725,805	\$ 490.00
Metro Administration & Support												
1 MPO Management and Services	\$ 554,941	##	\$ 411,105	\$ 47,853							\$ 96,183	

Metro led Corridor / Area Planning

- Investment Areas (Corridor Refinement and Project Development)
- Southwest Corridor Transit Project
- Columbia Connects
- TV Highway Transit and Development Project
- 82nd Ave Transit Project

DEVELOPMENT OF THE METRO ANNUAL UPWP:

The Metro annual UPWP begins development around the end of October with the budget completed by March of each year. March through April include final Metro reviews and approvals. May follows with Metro and ODOT completing the final expenditure contract for the approved list of UPWP projects. The expenditure contract also is referred to as the Master Agreement of annual UPWP projects.

As the region's MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30).

The UPWP includes:

- Planning priorities for the region
- Projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- Transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in transportation and land use decisions. The Joint Policy Advisory

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

Committee on Transportation (JPACT) which consists of elected and appointed officials, must approve regional transportation policies and plans in concert with the Metro Council.

The annual UPWP is normally comprised of approximately 25 planning projects and includes MPO operational activities. A partial listing of the included projects is shown below. Individual projects are detailed within the UPWP which the complete list shown in the Budget Summary page.

METRO		Requirements		Resources					
		Total Direct and Indirect Costs	PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	
Regional Transportation Planning									
1	Transportation Planning	\$ 469,533					\$ 421,312	\$ 48,221	
2	Climate Smart Implementation	\$ 478,854					\$ 69,858	\$ 7,996	
3	Regional Transportation Plan Update 2023	\$ 2,632,643	\$ 578,989	\$ 66,268			\$ 389,255	\$ 44,552	
4	Metropolitan Transportation Improvement Program	\$ 1,615,520	\$ 1,243,227	\$ 142,293					
5	Air Quality Program	\$ 26,918					\$ 24,153	\$ 2,764	
6	Regional Transit Program	\$ 169,984					\$ 121,121	\$ 13,863	
7	Regional Freight Program	\$ 215,337					\$ 193,222	\$ 22,115	
8	Complete Streets Program	\$ 126,635					\$ 113,630	\$ 13,005	
9	Regional Travel Options and Safe Routes to School Program								
10	Transportation System Management & Operations - Regional Mobility Program	\$ 310,438					\$ 278,556	\$ 31,882	
11	High Capacity Transit Strategy Update								
12	Enhanced Transit Concepts Program								
13	Regional Freight Delay and Commodities Movement Study								
14	Economic Value Atlas Implementation	\$ 66,491					\$ 59,663	\$ 6,828	
15	Regional Emergency Transportation Routes								
Regional Transportation Planning Total:		\$ 6,112,353	\$ 1,822,217	\$ 208,561	\$ -	\$ -	\$ 1,670,770	\$ 191,227	
Regional Corridor/Area Planning									
1	Investment Areas (Corridor Refinement and Project Development)								
2	Southwest Corridor Transit Project								

In lieu of dues, Metro relies on our allocated FHWA “PL” planning funds, FTA based “Section 5303”, State matching funds, allocated Surface Transportation Block Grant (STBG) funds, local supporting funds, and periodic discretionary planning grant funds to support the UPWP. The annual UPWP total budget needs range from year to year based on regional study needs, staffing, need and the available funds. To help with the budget development and UPWP future needs, Metro’s Resource Development Department and Finance Department develop UPWP program area funding estimates. This enables Metro to evaluate the planning needs, capacity, and elasticity requirements on an annual basis. Metro’s Regional Flexible Fund Allocation, Step 1 allocation tables help determine annual program needs where STBG will be the primary funding source for the UPWP program area. Overall, the UPWP budget development is complicated, fluid, changes, often evolves, and must react to constantly changing funding levels.

THE ROLE OF THE MTIP:

The MTIP’s role is to provide the funding snapshot for UPWP program areas and act as the obligation source for the UPWP. UPWP program areas such as Next Corridor Planning needs, Regional Travel Options (RTO), Safety Routes to School outreach activities. Estimated annual funding needs for these program areas are programmed in the MTIP. This helps Metro determine short and long range UPWP funding needs and commitments. Unfortunately, the MTIP is not an accounting document and the implementation of annual obligation targets as part of the document can the flexibility the UPWP requires.

The establishment of obligation targets within the MTIP required most of the programmed UPWP projects to be moved out into non-constrained MTIP years to protect the funds and ensure any delays in their obligation and use did not come back as penalties against the MPO. As the annual UPWP budget is developed, “out-year” programmed UPWP projects are now advanced, adjusted, split, and recombined as needed to support the UPWP budget.

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

JANUARY/FEBRUARY FORMAL MTIP AMENDMENTS AND THE UPWP BUDGET:

As the and UPWP budget begins to take shape (usually by the end of December), MTIP reprogramming actions begin in January and continue through February. Required STBG project funding is advanced into the current obligation year to support the UPWP. PL, 5303, and other funding adjustments occur as updates are received. This process is referred to as UPWP funds repositioning. The goal to help ensure a sufficient amount of approved STBG, PL, 5303, local, and any applicable discretionary grant funding is in the current federal fiscal year to support the UPWP. Approved projects then can move forward to obligate their federal funds normally in June. The January and February reprogramming actions allows the UPWP funding scorecard to be created and ready for later obligations.

With the January 2023 Formal MTIP Amendment, staff began adjusting the anticipated final authorized levels for PL, 5303, and STBG for basic planning needs. The February 2023 Formal MTIP amendment continues the UPWP funding repositioning by completing the following actions:

1. Approved STBG funding for the FFY 2023 RTO program will be needed to obligate during FFY 2023. As result, the program funding in Key 22158 is being advanced from FFY 2025 to the current federal fiscal year of FFY 2023. The project will be part of the final SFY 2024 UPWP.

LEAD AGENCY		Metro				
PROJECT NAME		Regional Travel Options (RTO) program (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22158	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility. (FY 2023 UPWP allocation year)				Regional Program
MTIP ID	71107					
RTP ID	11103					
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount
Other		2025	STBG-URBAN	\$2,839,398	\$324,982	\$0
		2023	FY 21-26 Totals	\$2,839,398	\$324,982	\$0
			Estimated Project Cost (YOE\$)	\$2,839,398	\$324,982	\$0

2. The same process is occurring for the Metro UPWP Safe Routes to Schools Program (SRTS). Program funding has been confirmed will be needed this UPWP cycle and the project is being advanced from FFY 2025 to FFY 2023.

LEAD AGENCY		Metro				
PROJECT NAME		Safe Routes to Schools program (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22161	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)				Regional Program
MTIP ID	71114					
RTP ID	12021					
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount
Other		2025	STBG-URBAN	\$546,364	\$62,534	\$0
		2023	FY 21-26 Totals	\$546,364	\$62,534	\$0
			Estimated Project Cost (YOE\$)	\$546,364	\$62,534	\$0

3. Reprogramming actions for the next two projects involve anticipated funding for the UPWP Next Corridor Planning area. The Net Corridor Investment Areas completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to

align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design.

Determining the annual funding needs for this area is difficult as the planning need can be fluid and change multiple times. Staff wait as long as possible until the needed funding amount can be estimated. For the SFY 2024 UPWP, the preliminary STBG need totals \$417,573 of STBG plus required matching funds. Project Keys 22598 and 22154 are being reprogrammed in this amendment bundle to reflect the anticipated STBG funding need. The final Next Corridor program funding need for SFY 2024 will be represented in Key 22598. All of the funding in Key 22598 is expected to be needed as part of the Master Agreement and will be shifted into Key 22311 during April administratively. The re-programming actions are shown below.

A. Key 22598: Add STBG (and match) from Key 22154.

LEAD AGENCY		Metro				
PROJECT NAME		Corridor and Systems Planning (2021)				
Project IDs		Project Description				Project Type
ODOT KEY	22598	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)				System/corridor planning
MTIP ID	70871					
RTP ID	10000					
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount
Planning		2023	STBG-URBAN	\$121,649	\$13,923	\$0
			FY 21-26 Totals	\$121,649	\$13,923	\$0
			Estimated Project Cost (YOE\$)	\$121,649	\$13,923	\$0

Add \$295,924 of STBG plus match from Key 22154

B. Key 22154: Split \$295,924 of STBG plus match and combine into Key 22598 above.

LEAD AGENCY		Metro				
PROJECT NAME		Next Corridor Planning (FFY 2022)				
Project IDs		Project Description				Project Type
ODOT KEY	22154	Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)				System/corridor planning
MTIP ID	71111					
RTP ID	11103					
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount
Planning		2025	STBG-URBAN	\$451,331	\$51,657	\$0
			FY 21-26 Totals	\$451,331	\$51,657	\$0
			Estimated Project Cost (YOE\$)	\$451,331	\$51,657	\$0

Split \$295,924 of STBG and plus match and combine into Key 22598

C. Final Next Corridor Programming Summary for Key 22598 reflecting a total of \$417,573 of STBG plus match = \$465,366.

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

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
\$295,924 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

4. Why a formal MTIP amendment is required: The re-programming and re-positioning of federal STBG funds occur from the non-fiscally constrained year of FFY 2025 forward into the fiscally constrained year of FFY 2023. When federal funds are moved from non-constrained to constrained years, the fiscal constraint finding must be re-confirmed. This action must occur through the completion of a formal MTIP amendment.

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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February FFY 2023 Formal MTIP amendment (FB23-06-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	January 27, 2023
• Initiate the required 30-day public notification process.....	January 31, 2023
• TPAC notification and approval recommendation.....	February 3, 2023
• JPACT approval and recommendation to Council.....	February 16, 2023
• Completion of public notification process.....	March 1, 2023
• Metro Council approval.....	March 9, 2023

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	March 15 ,2023
• USDOT clarification and final amendment approval.....	Early to mid-April 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:**
 - a. Parallels the development of the Metro SFY 2024 UPWP approved budget
 - b. MTIP programming is subordinate to UPWP budget approval.
 - c. MTIP programming will be adjusted to reflect the final approved SFY 2024 UPWP.
 - d. Will enable Metro funded programs part of the SFY 2024 UPWP to be obligated, funds expended, and approved planning activities to be implemented.

FEBRUARY FFY 2023 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 21, 2023

RECOMMENDED ACTION:

JPACT met on February 16, 2023, and approved Resolution 23-5315. JPACT now requests Metro Council provide the final approval for Resolution 23-5315 consisting of the four amended projects in support of the SFY 2024 UPWP development.

No Attachments