

2021-2026 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 23-5308**

January FFY 2023 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: JA23-05-JAN  
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # <b>22146</b> MTIP ID 71119	Metro	<b>Freight and Economic Development Planning (FFY 2023)</b>	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # <b>22170</b> MTIP ID 71125	Metro	<b>TSMO Administration (FFY 2023)</b>	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # <b>22152</b> MTIP ID 71132	Metro	<b>Regional MPO Planning (FFY 2023)</b>	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<b><u>ADVANCE &amp; COMBINE</u></b> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
#4 ODOT Key <b>22311</b> MTIP ID 71225	Metro	<b>Portland Metro Planning SFY24</b>	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<b><u>ADD &amp; COMBINE</u></b> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#5) ODOT Key # <b>22469</b> MTIP ID 71259	ODOT	<del>US30BY &amp; OR99E Curb Ramps (Portland)</del> <b>US30BY Curb Ramps (Portland)</b>	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along <del>OR99E and</del> US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<b>SCOPE &amp; COST CHANGE:</b> PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.

Proposed Amendment Review and Approval Steps:

- Wednesday, January 4, 2023: Post amendment & begin 30-day notification/comment period
- Friday, January 6, 2023: TPAC meeting (Required notification)
- Thursday, January 19, 2023: JPACT meeting
- Thursday, February 9, 2023: Metro Council meeting
- Wednesday, February 15, 2023: Signed resolution available to complete amendment bundle
- Thursday, February 16, 2023: Metro approved January 2023 Formal MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Final amendment approval dates: Final approvals from FHWA and FTA can take up to thirty days or longer to complete.

## 2021-2026 MTIP Formal Amendment - Exhibit A

### January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for Freight and Goods Movements planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment  
ADVANCE & COMBINE**  
Advance to FFY 2023 and combine  
into Key 22311

<b>Lead Agency:</b> Metro		Project Type:	Local Road	<b>ODOT Key:</b>	<b>22146</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2023)	<b>1</b>	Fiscal Constraint Cat:	Planning	<b>MTIP ID:</b>	<b>71119</b>
		ODOT Type	SM&O	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>9/30/2024</b>
		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:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50410
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
<b>Short Description:</b> Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #:	TBD	<b>MTIP Amnd #:</b>	<b>JA23-05-JAN</b>
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)					

STIP Description: N/A

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 (ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 76,491</del>					\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							<b>Federal Totals:</b>	<b>\$ -</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 8,755</del>					\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			<del>\$ 85,246</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 85,246</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (85,246)	\$ -	\$ -	\$ -	\$ -	\$ (85,246)
Phase Change Percent:	100%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
MTIP Programming Consistency Check Details and Glossary						
General Areas						
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.					
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.					
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22146 programming level is reduced to \$0.					
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance					
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 4, 2023 to February 2, 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 significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.					
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro Freight/Goods Movements program					

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
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? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

### Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
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

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against 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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.



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**ODOT Key: 22146 | MTIP ID: 71119**

Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

#### Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	

## 2021-2026 MTIP Formal Amendment - Exhibit A

### January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for TSMO administration planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment  
ADVANCE & COMBINE**  
Advance to FFY 2023 and combine  
into Key 22311

<b>Lead Agency:</b> Metro		Project Type:	Other (ITS)	<b>ODOT Key:</b>	<b>22170</b>
<b>Project Name:</b> TSMO Administration (FFY 2023)	<b>2</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71125</b>
		ODOT Type	TBD	<b>Status:</b>	<b>0</b>
		Performance Goal:	N/A	<b>Comp Date:</b>	<b>9/30/2024</b>
<b>Project Status:</b> 0 = No activity.		Capacity Enhancing:	No	RTP ID:	11104
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
<b>Short Description:</b> Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)		State Highway Route	No	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:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		<b>STIP Amend #: TBD</b>		<b>MTIP Amnd #: JA23-05-JAN</b>	
<b>Detailed Description:</b> Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71116/RFFA ID 50407). (FY 2023 allocation year)					



STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - 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 (ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	-				<del>\$ 194,369</del>	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							<b>Federal Totals:</b>	<b>\$ -</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	-				<del>\$ 22,246</del>	\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 216,615</del>	<del>\$ 216,615</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (216,615)	\$ (216,615)
Phase Change Percent:	0%	0%	0%	0%	100%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	0%	0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22170 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
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 4, 2023 to February 2, 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 significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11104 - Regional TSMO Program Investments for 2018-2027
1B	RTP Project Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
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 a planning project and well less than 100 million dollars.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
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	
PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against 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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22170 | MTIP ID: 71125

TSMO Administration (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		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

## 2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for annual UPWP planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



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

**MTIP Formal Amendment  
ADVANCE & COMBINE**  
Advance to FFY 2023 and combine  
into Key 22311

<b>Lead Agency:</b> Metro		Project Type:	Other	<b>ODOT Key:</b>	<b>22152</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2023)	<b>3</b>	Fiscal Constraint Cat:	Planning	<b>MTIP ID:</b>	<b>71132</b>
		ODOT Type	TBD	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>9/30/2024</b>
		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:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		<b>STIP Amend #: TBD</b>		<b>MTIP Amnd #: JA23-05-JAN</b>	
	<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (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 (ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 1,442,694</del>				-	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							<b>Federal Totals:</b>	<b>\$ -</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 165,123</del>				-	\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			<del>\$ 1,607,817</del>	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,607,817</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	-
Year of Expenditure Cost Amount:							\$	-

**Programming Summary Details**

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (1,607,817)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,607,817)
Phase Change Percent:	0%	0%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Revised Match Percent:	0.00%	N/A	N/A	N/A	N/A	N/A	0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22152 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance

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 4, 2023 to February 2, 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 significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
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? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
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 a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement



2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
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	
PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against 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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

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**ODOT Key: 22152 | MTIP ID: 71132**  
Regional MPO Planning (FFY 2023) - Cycle 2021-26

#### Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	

## 2021-2026 MTIP Formal Amendment - Exhibit A

### January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for various annual UPWP planning needs will be used as part of the SFY 2024 UPWP Master Agreement. As a result, they are being into Key 22311 which will become the Metro SFY 24 UPWP Master Agreement list of approved projects



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

**MTIP Formal Amendment  
ADD & COMBINE**  
Combine into 22311 scope & funds  
from Keys 22146, 22170, & 22152

<b>Lead Agency:</b> Metro		Project Type:	Other	<b>ODOT Key:</b>	<b>22311</b>
<b>Project Name:</b> Portland Metro Planning SFY24	<b>4</b>	Fiscal Constraint Cat:	Planning	<b>MTIP ID:</b>	<b>71132</b>
		ODOT Type	TBD	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity.		Performance Goal:	N/A	<b>Comp Date:</b>	<b>9/30/2024</b>
		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:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
<b>Short Description:</b> Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
<b>STIP Amend #: TBD</b>			<b>MTIP Amnd #: JA23-05-JAN</b>		

**Detailed Description:** ~~Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.~~

**Key 22311 will become the SFY 2024 UPWP Master Agreement list of approved projects based on the final approved annual UPWP. RFFA Step 1 STBG funding is allocated to various UPWP projects which are now being combined into Key 22311. This includes STBG from Keys 22146, 22170, and 22152. PL and 5303 funds are adjusted based on revised approved funding allocations.**

**STIP Description:** TBD

Last Amendment of Modification: Formal - ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)

#### PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
<del>PL</del>	<del>Z450</del>	<del>2023</del>	<del>\$ 2,107,855</del>					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
<del>5303</del>	<del>Z77D</del>	<del>2023</del>	<del>\$ 620,694</del>					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
								\$ -
PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources							<b>Federal Totals:</b>	<b>\$ 5,687,700</b>

<b>State Funds</b>								
<del>State (PL)</del>	<del>Match</del>	<del>2023</del>	<del>\$ 241,253</del>					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (St STBG)	Match	2023	\$ 23,108					\$ 23,108
								\$ -
							<b>State Total:</b>	<b>\$ 324,890</b>

Local Funds							
<del>Local (5303)</del>	<del>Match</del>	<del>2023</del>	<del>\$ 71,041</del>				\$ -
Local (5303)	Match	2023	\$ 153,077				\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124				\$ 196,124
							\$ -
Local Total							\$ 349,201
Phase Totals Before Amend:			<del>\$ 3,040,843</del>	\$ -	\$ -	\$ -	<del>\$ 3,040,843</del>
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):							\$10+ million
Year of Expenditure Cost Amount:							\$10+ million

Programming Summary Details						
Why project is short programmed: This amendment is one of multiple that will occur as the SFY 24 UPWP approved budget is under development. However, Keys 22146, 22152, and 22170 will be committed to the UPWP Master Agreement list of final approved projects. Additional STBG and local overmatch will be added to Key 22311 per the developed and approved SFY 2024 UPWP budget.						
Phase Change Amount:	\$ 3,522,840	\$ -	\$ -	\$ -	\$ -	\$ 3,522,840
Phase Change Percent:	116%	0%	0%	0%	0%	116%
Revised Match Federal:	\$ 674,091	\$ -	\$ -	\$ -	\$ -	\$ 674,091
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						TBD
Initial Obligation Date:						Other Notes
EA Number:						ODOT's contribution is added in the form of State STBG. STBG-U from Keys 22146, 22152, and 22170 is being added now.
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds and combines STBG-U from Keys 22146, 22170, and 22152. It also updates the PL and 5303 funding levels per ODOT allocation updates. State STBG is also being added as part of their annual contribution. This amendment is the first of a possible two formal amendments needed to add the approved funding to the FY 2024 UPWP Master Agreement list of projects. Still to determine will be the required STBG-U in support of Next Corridor Planning activities. Local overmatch also will need to be added once the final SFY 24 UPWP budget is developed and approved.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
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 4, 2023 to February 2, 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 significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program
Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
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? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
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 a planning project and well less than 100 million dollars.

### UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

### Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
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

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against 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. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

FINAL NUMBERS FOR SFY 24				
Attachment A				
FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S				
URBANIZED AREA				
FEDERAL FISCAL YEAR 2023 (State Fiscal Year 2024)				
FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
<b>Portland Metro Agreement No.</b>				
FY 2024 PL (#22311)	2,316,577.14	265,142.62	0	2,581,719.76
FY 2022 PL Savings (Move from #20597 to #22311)	320,115.58	36,638.66	0	356,754.24
FY 2024 ODOT's STBG Funds (#22311)	201,892.50	23,107.50		225,000.00
FY 2022 STBG Savings (Move from #20597 to #22311)	286,903.88		32,837.43	319,741.31
FY 2024 5303 Funding (#22311)	766,102.05		87,683.81	853,785.86
FY 2022 5303 Saving (#20597 move saving to #22311)	571,350.55		65,393.63	636,744.18
<b>Metro Total</b>	<b>4,462,941.70</b>	<b>324,888.78</b>	<b>185,914.87</b>	<b>4,973,745.35</b>

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**ODOT Key: 22170 | MTIP ID: 71125**

TSMO Administration (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		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

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**ODOT Key: 22152 | MTIP ID: 71132**

Regional MPO Planning (FFY 2023) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	





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**ODOT Key: 22146 | MTIP ID: 71119**

Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	



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**ODOT Key: 22311 | MTIP ID: 71225**

Portland Metro Planning SFY24 - Cycle 2021-26

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2023		\$2,728,549	\$312,294		\$3,040,843	<input type="checkbox"/>
	2017	Metro Planning (Z450)	\$2,107,855	\$241,253		\$2,349,108	
	2018	Metro PL (5303)	\$620,694	\$71,041		\$691,735	
Totals >>			\$2,728,549	\$312,294	\$0	\$3,040,843	

# 2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: PBOT has agreed to treat Lombard St as a pilot project to evaluate and streamlining PBOT ADA permitting process. As a result, Key 22469 name, scope and funding is being adjusted to reflect the updated expedited process. \$1.6 million is also added from ADA program.



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

**MTIP Formal Amendment  
SCOPE & COST CHANGE**  
Delete US99E scope & ROW, adjust  
Name, and increase funding

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>22469</b>
<b>Project Name:</b> US30BY & <del>OR99E</del> Curb Ramps (Portland) US30BY Curb Ramps (Portland)	<b>5</b>	Fiscal Constraint Cat:	SM&O	<b>MTIP ID:</b>	<b>71259</b>
		ODOT Type	ADAP	<b>Status:</b>	<b>6</b>
		Performance Goal:	Safety	<b>Comp Date:</b>	<b>12/31/2027</b>
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:		Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	AC-STBGS	RFFA ID:	N/A
<b>Project Status:</b> 6 = Pre-construction activities (pre-bid, construction management oversight completion of utility relocation activities, etc.).				RFFA Cycle:	N/A
	US30B	State Highway Route	<del>OR99E</del>	UPWP:	No
	4.50	Mile Post Begin:	<del>1.45</del>	UPWP Cycle:	N/A
	5.35	Mile Post End:	<del>4.57</del>	Past Amend:	3
	0.85	Length:	0.00	Council Appr:	Yes
<b>Short Description:</b> Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along <del>OR99E and</del> US30BY to reduce mobility barriers and make state highways more accessible to disabled persons		Flex Transfer to FTA	No	Council Date:	12
		FTA Conversion Code:	N/A	OTC Approval:	No
		1st Year Program'd:	2023	OTC Date	N/A
		Years Active:	1		
		STIP Amend #:	21-24-3009	<b>MTIP Amnd #:</b>	<b>JA23-05-JAN</b>

**Detailed Description:** On US30BY (~~NE Lombard St~~), ~~and OR99E~~ at multiple site locations in Portland, ~~Milwaukie, and Oregon City~~, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards and reduce mobility barriers and make state highways more accessible to disabled persons (2-2022 Admin Mod splits and reprograms funding and deliverables among three existing projects Keys 22468, 22469, and 22470. Scope remains unchanged) (1/23 FA = drops OR99E Scope)

**STIP Description:** Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: Administrative - June 2022 - AM22-23-JUN3 - PHASE SLIP: Slip ROW, UR, and Construction phases from FFY 2022 to FFY 2023 due to unresolved project issues delaying implementation

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
AC-STBGS	ACP0	2023	-		<del>\$ 269,190</del>			\$ -
AC-STBGS	ACP0	2023				<del>\$ 43,968</del>		\$ -
State STBG	Y240	2023				\$ 43,968		\$ 43,968
AC-STBGS	ACP0	2023					<del>\$ 897,300</del>	\$ -
State STBG	Y240	2023					\$ 2,602,170	\$ 2,602,170
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,646,138</b>
<b>State Funds</b>								
State	Match	2023			<del>\$ 30,810</del>			\$ -
State	Match	2023				\$ 5,032		\$ 5,032
State	Match	2023					<del>\$ 102,700</del>	\$ -
State	Match	2023					\$ 297,830	\$ 297,830
								\$ -
							<b>State Total:</b>	<b>\$ 302,862</b>
<b>Local Funds</b>								
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	<del>\$ 300,000</del>	\$ 49,000	<del>\$ 1,000,000</del>	<del>\$ 1,349,000</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ 49,000	\$ 2,900,000	\$ 2,949,000
Total Project Cost Estimate (all phases):							\$	\$ 2,949,000
Year of Expenditure Cost Amount:							\$	\$ 2,949,000

### Programming Summary Details

Why project is short programmed: The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ (300,000)	\$ -	\$ 1,900,000	\$ 1,600,000
Phase Change Percent:	0%	0%	-100%	0%	190%	119%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ 5,032	\$ 297,830	\$ 302,862
Revised Match Percent:	N/A	N/A	0%	10.27%	10.27%	10.27%

### Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						S081(083)
Initial Obligation Date:						Other Notes: ADA scope improvements remain unchanged, but the quantity and location changes
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: PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting. As a result, Key 22469's scope, name, and funding are being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated. The cost increase along with the scope update triggers the need for a formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, project location map.

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 4, 20223 through February 2, 2024
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? Any significant comments are included in a public notification comment log and passed on to Metro communications staff, and/or ODOT public information contacts to determine appropriate replies. For this specific project, no significant comments are expected.
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes
2B	What is the funding source for the project? Available funding from the ODOT ADA program
2C	Was the Proof-of Funding requirement satisfied and how? Acknowledgement from ADA Program that the funds are available to the project.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, the project is exempt per 40 CFR 93.126, Table
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No. The project 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? N/A
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 #5 - Safety and Security: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The Performance Evaluation Assessment requirement does not apply for this project.

### UPWP Consistency Check Areas

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

### Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)?
2B	What is the Metro modeling designation?
3	Is the project designated as a Transportation Control Measure (TCM)?
4	Is the project location identified on a Congestion Management Plan route?

### Fund Type Codes References

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

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	49,000.00	89.73%	43,967.70	10.27%	5,032.30	0.00%	0.00
	UR Totals			100.00%	49,000.00		43,967.70		5,032.30		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	2,900,000.00	89.73%	2,602,170.00	10.27%	297,830.00	0.00%	0.00
	CN Totals			100.00%	2,900,000.00		2,602,170.00		297,830.00		0.00
Grand Totals					2,949,000.00		2,646,137.70		302,862.30		0.00

