



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 12, 2024

To: Adriana Antelo
 ODOT Region 1 STIP Coordinator
 123 NW Flanders St
 Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: FFY 2024 Administrative Modification – March 2024 Admin Mod #2
 AM24-10-MAR2 Approval Request

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval. The March #2 Admin Mod is under amendment number AM24-10-MAR2 and contains 4 projects.

Key	Lead Agency	Name	Change
23239	Metro	Carbon Reduction Program Reserve	DECREASE FUNDS: Reflect the current PGB now correctly after splitting off \$6 million Carbon funds for the Metro 82 nd Ave BRT Project Development Project and TriMet’s Line 33 Transit Signal Priority Upgrade project
23229	Metro	Transit Corridor Development (FFY 2026)	SPLIT PROJECT: Split and transfer the remaining \$1.5 million of STBG-U funds (plus match) to the new child project Climate Smart Implementation project in Key 23588
22156	Metro	Next Corridor Planning (FFY 2024)	SPLIT PROJECT: Split \$300k of STBG-U from the PGB and transfer to Key 23588 to support the Climate Change Implementation STBG funded project
23588	Metro	Climate Smart Implementation Program Reserve	NEW SPLIT PROJECT: Remove the old proposed Carbon funds and add \$1.8 million of Metro STBG-U fund (plus match) split from Keys 22156 and 23229.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2024-27 MTIP for this admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at ken.lobeck@oregonmetro.gov. Thank you for your time to review the March #2 FFY 2024 Administrative Modification.

Kenneth F Lobeck

Kenneth F. Lobeck
 Funding Programs Lead
 Metro
 600 NE Grand Avenue
 Portland, OR 97232



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
DECREASE FUNDS
 Reduce federal CRP for prior splits
 to 82nd BRT and Line 33

Project #1

Project Name: Carbon Reduction Program Reserve

Project Details Summary							
ODOT Key #	23239	RFFA ID:	50440	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71331	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-10-MAR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification reduces the available Carbon for prior split projects being approved in the MTIP and STIP. The reduction was delayed until FHWA provided clarified guidance for the Climate Smart Implementation Carbon fund eligibility issue. The original Metro Carbon allocation is \$18,839,213. The Carbon reserve is now removing prior split funding now committed to TriMet's Line 33 Carbon funded project (\$4 million STBG) and Metro's new 82nd Ave BRT Project Development project (\$6 million STBG) in Key 23589. The planned \$1.8 million to support the approved Climate Smart Implementation project grouping bucket reserve (in Key 23588) will now utilize STBG-U funds.

Why Changes May Proceed Administratively:

Per the Amendment Matrix split funded projects may occur administratively. The reduction of the \$10 million of Carbon funds is a technical correction to rebalance for the prior Carbon fund splits to TriMet's Line 33 Transit Priority Signal project and the Metro 82nd Ave BRT project development project. The prior attempt to complete this action was put on hold due to the review of Carbon funds eligibility funds for the Climate Smart Implementation PGB.

Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Direct Recipient Delivery:	Yes

Short Description:

Funding reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro's Carbon Reduction Program (CRP)

MTIP Detailed Description (Internal Metro use only):

Region-wide funding reserve supporting later approved Climate Smart Implementation projects which will focus on areas such as VMT forecasting and monitoring, updating the Climate Smart Strategy (CSS), providing education of the CSS, incorporating CSS areas into local and regional plans plus policies, too development to support the state required Vision Eval forecasting process, travel demand modeling, and forecast emissions impacts of project level investments.

STIP Description: Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Other	Other	Other
ODOT Work Type:	TBD		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2027						\$ 18,839,213	\$ -
Carbon	Y601	2027						\$ 8,839,213	\$ 8,839,213
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,839,213	\$ 8,839,213
Note: HSIP in PE and Construction is 100% federal									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027						\$ 2,156,232	\$ -
Local	Match	2027						\$ 1,011,687	\$ 1,011,687
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,687	\$ 1,011,687
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,995,445	\$ 20,995,445
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,850,900	\$ 9,850,900
Total Estimated Project Cost									\$ 9,850,900
Total Cost in Year of Expenditure:									\$ 9,850,900
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ (11,144,545)	\$ (11,144,545)	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	-53.1%	-53.1%	
Amended Phase Matching Funds:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,687	\$ 1,011,687	
Amended Phase Matching Percent:		N/A	N/A	N/A	N/A	N/A	10.27%	10.27%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,839,213	\$ 8,839,213		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,011,687	\$ 1,011,687		
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,850,900	\$ 9,850,900		
Phase Composition Percentages									
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total		
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%		
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%		
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal Aid ID
Total Funds Obligated							
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	9/30/2029
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	Yes	If yes, expected FTA conversion code:	5307
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Notes: The final specific awarded projects will be split off Key 23588 and established as stand-alone planning projects. Metro anticipates, the STNG-U will be flex transferred to FTA most likely starting in FFY 2025.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	1	Last Amendment	Not Applicable	Date of Last Amendment	None	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	None		None		None

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.

Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X					Possible other RTP Goals may apply once specific projects are known
Notes							

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	Federal Carbon Reduction Program (CRP) funds that support the reduction of transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emission

**MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change**

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .

Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.

Adding a WFL Project	Adding a Western Federal Lands (WFL) project
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Name: Carbon reduction program reserve **Key: 23239**

Description **Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.** Region: 1
MPO: **Portland Metro MPO** Work Type: **OP-CARBON**
Applicant: **METRO** Status: **BUCKET OF FUNDS**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$20,995,445.00		\$20,995,445.00
Fund 1					Y601 \$18,839,212.80		
Match					\$2,156,232.20		

Footnote:

Thursday, June 15, 2023 **10:30 AM** **Metro Regional Center, Council Chamber,**
[https://www.youtube.com/live/vSo1bJifjSI?](https://www.youtube.com/live/vSo1bJifjSI?feature=share)
feature=share,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
<https://www.youtube.com/live/vSo1bJifjSI?feature=share>

1. **Call to Order and Roll Call**
2. **Public Communication**

5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.

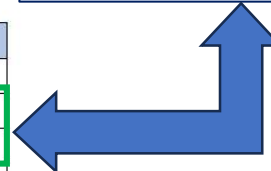
Presenter(s): Ted Leybold (he/him), Metro
Grace Cho, Metro

Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

Added Note:
Due to the change of STBG for Carbon funds for the Climate Smart Implementaiton PGB, \$1 million of the \$1.8 Carbon award to Climate Smart Implementation has been added to the Metro 82nd Ave BRT Project Development project. With the \$4 million for the TriMet Linee 33 Tansit Signal Priority upgrade project, the toal exisitng programming commitment is \$10 million of the total \$18.839,213 Metro

**Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions**

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
SPLIT PROJECT
 Split \$1.5 million STBG to support
 Key 23588, Climate Smart Imp.

Project #2

Project Name:	Transit Corridor Development (FFY 2026)
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Project Details Summary							
ODOT Key #	23229	RFFA ID:	50436	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71304	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-10-MAR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The administrative modification splits the remaining \$1,500,000 of STBG and commits to Key 23588, Climate Smart Implementation. The STBG replaces the original approved Carbon funds for the Climate Smart Implementation reserve in Key 23588. As a result, Key 23229 is reduced to \$0 STBG.

Why Changes May Proceed Administratively:
 Per the Amendment Matrix, splitting funds off an exiting constrained project another existing project within constrained years and is considered allowable as an administrative action.

Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	Yes

Short Description:
 Metro UPWP RFFA Step 1 funds to study and evaluate the development of future transit transportation corridors in the Metro region

MTIP Detailed Description (Internal Metro use only):
 RFFA Step1 UPWP special allocation supporting planning efforts to identify, study, and evaluate the associated opportunity costs for the development of future transit transportation corridors in the Metro Region

STIP Description:
 Study and evaluate the development of future transit transportation corridors in the Metro region.

Project Classification Details

Project Type	Category	Features	System Investment Type
Planning	Planning - Corridor Area Planning		Planning
ODOT Work Type:	PLANNG		

Does the administrative modification change the project classification in the MTIP? No

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2026	\$ 1,500,000						\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026	\$ 171,682						\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 1,671,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671,682
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (1,671,682)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,671,682)
Phase Change Percent:	-100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		No	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2026	Years Active	0	Project Status	A	In approved MTIP moving forward to obligate funds
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num
Last Amendment Action	Split \$1 million STBG, create child project supporting Key 22527					

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X				X		
Notes	The purpose of the pub is to support appropriate transit studies that would provide additional transit capacity to the region. As such, the PGB purpose supports congestion mitigation and mobility improvements						

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Name: Transit corridor development (FFY 2026)		Key: 23229	
Description: Study and evaluate the development of future transit transportation corridors in the Metro region.			Region: 1
MPO: Portland Metro MPO		Work Type: PLANNING	
Applicant: METRO		Status: PLANNING ACTIVITY	
Location(s)-			
Mileposts	Length	Route	Highway
			ACT
			REGION 1 ACT
			REGION 1 ACT
			REGION 1 ACT
			CLACKAMAS
			MULTNOMAH
			WASHINGTON
Current Project Estimate			
	Planning	Prelim. Engineering	Right of Way
	Utility Relocation	Construction	Other
	Project Total		
Year	2026		
Total	\$1,671,682.00		
Fund 1	Y230	\$1,500,000.26	
Match	\$171,681.74		
Footnote: Metro UPWP RFFA Step 1 funds			
Most Recent Approved Amendment			
Amendment No: 24-27-0854		Approval Date: 3/7/2024	
Requested Action: Reduce the project by \$1,114,454 and move the funds to project key 23623.			



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
SPLIT PROJECT
 Split \$300k of STBG and transfer
 to Key 23588

Project #3

Project Name:	Next Corridor Planning (FFY 2024)
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Project Details Summary							
ODOT Key #	22156	RFFA ID:	50403	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71113	CDS ID:	N/A	Bridge #:		FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-10-MAR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification reduces the STBG in the PGB by \$300k. The \$300k of STBG (and match) is split and transferred to Key 23588 in support of the Climate Smart Implementation project.

Why Changes May Proceed Administratively:

Since the commitment of STBG has already occurred and is consider a follow obligation modification update to the SFY 2024 UPWP, Metro considers the change a technical correction which can be done administratively.

Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	No

Short Description:

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2023 UPWP allocation year)

MTIP Detailed Description (Internal Metro use only):

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:

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Corridor Area Planning		Planning
ODOT Work Type:	PLANNG		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 624,024						\$ -
STBG-U	Y230	2025	\$ 324,024						\$ 324,024
									\$ -
Federal Totals:			\$ 324,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324,024
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 69,342						\$ -
Local	Match	2025	\$ 37,086						\$ 37,086
Local Totals:			\$ 37,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,086
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 693,366	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 693,366
Amended Programming Totals			\$ 361,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 361,110
Total Estimated Project Cost									\$ 361,110
Total Cost in Year of Expenditure:									\$ 361,110
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ (332,256)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (332,256)	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-47.9%	
Amended Phase Matching Funds:		\$ 37,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,086	
Amended Phase Matching Percent:		10.27%	N/A	0.0%	N/A	N/A	N/A	10.27%	
Phase Programming Summary Totals									
Fund Category		Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total	
Federal		\$ 324,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324,024	
State		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Local		\$ 37,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,086	
Total		\$ 361,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 361,110	

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.00%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	May 2021	Last MTIP Amend Num	MA21-10-MAY
Last Amendment Action	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Not Applicable

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						
Notes	Key 22155 is a UPWP revenue project grouping bucket that will support later specific planning projects to address the above RTP goals. These projects will be programmed separately.						

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits

Adjusting for Prior Obligation Amounts	Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Name: Next Corridor Planning (FFY 2024) **Key: 22156**

Description: Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. Region: 1

MPO: Portland Metro MPO

Work Type: PLANNG

Applicant: METRO

Status: PLANNING ACTIVITY

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$695,446.00						\$695,446.00
Fund 1 Y230	\$624,023.70						
Match	\$71,422.30						

Footnote: \$624,024 in fed STBG funds.

Most Recent Approved Amendment

Amendment No: 21-24-0980	Approval Date: 7/13/2021
Requested Action: Cancel project.	



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
NEW SPLIT PROJECT
 Create \$1.8 million federal from
 23239 for Climate Smart needs

Project #4

Project Name: Climate Smart Implementation Program Reserve

Project Details Summary							
ODOT Key #	23588	RFFA ID:	50440	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-10-MAR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification creates a Climate Smart Implementation Program funding reserve bucket totaling of \$1,800,000 of STBG-U and match. The funds originate from Key 23239 to create the specialized project grouping bucket for later approved Climate Smart Implementation Program projects. The \$1.8 million was originally planned to use Metro approved Carbon funds. These funds originate from the Metro's approved Carbon Reduction Program (CRP) in Key 23239 which contains a total of \$18,839,213 dollars. The Climate Smart Implementation Program allocation with a total of \$1.8 million federal is one of the five approved allocations. Per discussion with FHWA, Metro is swapping the Carbon funds with STBG-U to avoid planning phase eligibility conflicts . The Climate Smart Implementation Program Reserve will reflect STBG instead of Carbon funds. This a considered a technical correction to the original Climate Smart split project submission back in December.

I anticipate that the final approved Climate Smart Implementation projects will ne split off this project grouping bucket (PGN) and then be flex transferred to FTA. For now, the funding is being programmed in the Other phase until specific eligible and approved projects are split off the PGB.

Why Changes May Proceed Administratively:

Per the Amendment Matrix splits \$1.8 million of federal STBG-U and match from the existing programmed project grouping bucket in Key 23239. This is a lateral move of funds and no impact to fiscal constraint results. The creation of the Climate Smart Implementation Program bucket is already a Metro approved action under approved Resolution 23-5337. Under the Amendment Matrix guidance, combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one is authorized as an administrative action.

Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Direct Recipient Delivery:	Yes

Short Description:

Funding reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro’s Carbon Reduction Program (CRP)

MTIP Detailed Description (Internal Metro use only):

Region-wide funding reserve supporting later approved Climate Smart Implementation projects which will focus on areas such as VMT forecasting and monitoring, updating the Climate Smart Strategy (CSS), providing education of the CSS, incorporating CSS areas into local and regional plans plus policies, too development to support the state required Vision Eval forecasting process, travel demand modeling, and forecast emissions impacts of project level investments.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Other	Other	Other
ODOT Work Type:	TBD		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 1,800,000	\$ 1,800,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000

Note: HSIP in PE and Construction is 100% federal

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 206,018	\$ 206,018
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,006,018	\$ 2,006,018
Total Estimated Project Cost									\$ 2,006,018
Total Cost in Year of Expenditure:									\$ 2,006,018
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,006,018	\$ 2,006,018	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	
Amended Phase Matching Funds:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,018	\$ 206,018	
Amended Phase Matching Percent:		N/A	N/A	N/A	N/A	N/A	10.27%	10.27%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,018	\$ 206,018		
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,006,018	\$ 2,006,018		
Phase Composition Percentages									
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total		
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%		
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%		
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.00%	0.0%	0.0%	0.00%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.00%	0.0%	0.0%	0.00%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal Aid ID
Total Funds Obligated							
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	9/30/2029
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	Yes	If yes, expected FTA conversion code:	5307
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Notes: The final specific awarded projects will be split off Key 23588 and established as stand-alone planning projects. Metro anticipates, the STNG-U will be flex transferred to FTA most likely starting in FFY 2025.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	None	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	None		None		None

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.

Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X					Possible other RTP Goals may apply once specific projects are known
Notes							

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	Federal Carbon Reduction Program (CRP) funds that support the reduction of transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emission

**MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change**

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .

Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.

Adding a WFL Project	Adding a Western Federal Lands (WFL) project
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Name: Carbon reduction program reserve **Key: 23239**

Description **Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.** Region: 1
MPO: **Portland Metro MPO** Work Type: **OP-CARBON**
Applicant: **METRO** Status: **BUCKET OF FUNDS**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2027		
Total					\$20,995,445.00		\$20,995,445.00
Fund 1					Y601 \$18,839,212.80		
Match					\$2,156,232.20		

Footnote:

Thursday, June 15, 2023 **10:30 AM** **Metro Regional Center, Council Chamber,**
[https://www.youtube.com/live/vSo1bJifjSI?](https://www.youtube.com/live/vSo1bJifjSI?feature=share)
feature=share,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
<https://www.youtube.com/live/vSo1bJifjSI?feature=share>

1. **Call to Order and Roll Call**
2. **Public Communication**

Council meeting

Agenda

5.1 Resolution No. 23-5337, For the Purpose of Distributing \$18.8 Million of Carbon Reduction Program Funds for the Years 2022-2026, Pending Inclusion in the 2024-2027 MTIP.

Presenter(s): Ted Leybold (he/him), Metro
Grace Cho, Metro

Attachments: [Resolution No. 23-5337](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

**Exhibit A to Staff Report of Resolution 23-5337
Project Allocation List and Project Descriptions**

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy (CSS). This includes elements such as:

monitoring and evaluation of CSS implementation (including analysis and reporting on progress in reducing emissions to meet federal CRP reporting requirements),

- development of improved emissions and Vehicle Miles Traveled forecasting and monitoring tools, including at the sub-area/corridor and project levels,
- update to the Climate Smart Strategy,
- communicating what the CSS is, how it is being implemented locally, what reductions are being achieving by implementation of the current strategy in public friendly formats to develop understanding, acceptance, and support for continued implementation of the strategy,
- technical support for incorporation of climate emission reduction policy and strategies into development of related transportation plans and policy
 - o including regional coordination and support for local agency implementation of the new Climate Friendly & Equitable Communities update to state Transportation Planning Rule requirements

Approximately half of the allocation would be for work for tool development such as improvements to the state required Vision Eval forecasting tool, the regional travel demand model, tools to forecast emissions impacts of project level investments, and a best implementation practices toolkit. The other approximate half of the allocation would support a new Metro staff person to undertake the monitoring and evaluation work, communication of progress and benefits of Climate Smart Strategy implementation, coordination with state and local agencies, meeting federal reporting requirements, support of a Metro team in the update of the Climate Smart Strategy, and to provide local agencies with technical support for local implementation.