



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 10, 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 – April 2024 Admin Mod #1
AM24-12-APR1 (SFY 2025 UPWP Primary Agreement) Approval Request

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved SFY 2025 UPWP Primary Agreement administrative modification bundle impacting Key 22312 and several other Metro UPWP project grouping buckets (PGB) for ODOT review and approval. The April #1 Admin Mod is under amendment number AM24-12-APR1 and contains 9 projects.

| Key | Lead Agency | Name | Change |
|-------|-------------|--|---|
| 23588 | Metro | Climate Smart Implementation Program Reserve | <u>SPLIT PROJECT</u> Split (\$211,778 of STBG) plus match) and combine into Key 22312 for SFY 2025 UPWP Primary Agreement |
| 22153 | Metro | Regional MPO Planning (FFY 2024) | <u>COMBINE FUNDS</u> Transfer and combine all STBG-U into Key 22312 |
| 22171 | Metro | TSMO Administration (FFY 2024) | <u>COMBINE FUNDS</u> Transfer and combine all STBG-U (\$200,200 plus match) into Key 22312 |
| 22147 | Metro | Freight and Economic Development Planning (FFY 2024) | <u>COMBINE FUNDS</u> Transfer and combine all STBG-U (\$78,786 plus match) into Key 22312 |
| 23233 | Metro | Metro Aerial Photo and LIDAR Support (UPWP) | <u>SPLIT/COMBINE FUNDS</u> Split \$70,324 of STBG (plus match) and combine into Key 22312 |
| 22154 | Metro | Next Corridor Planning (FFY 2022) | <u>COMBINE FUNDS:</u> Transfer and combine all \$43,399 of STBG-U into Key 22312 |
| 22155 | Metro | Next Corridor Planning (FFY 2023) | <u>COMBINE FUNDS</u> Transfer /combine all \$232,156 of STBG-U (plus match) into Key 22312 |
| 22156 | Metro | Next Corridor Planning (FFY 2024) | <u>SPLIT/COMBINE FUNDS</u> Transfer /combine \$354,709 of STBG-U (plus match) into Key 22312 |
| 22312 | Metro | Portland Metro Planning SFY25 | <u>ADD FUNDS</u> Update Key 22312 based on SFY 2025 Primary Agreement requirements for PL, 5303, STBG and overmatch. |

Due to the funding issues experienced with last year's UPWP Primary Agreement update to Key 22311 and timing issues with the 2024-27 MTIP and STIP (e.g. lock down and carryover updates), a few supporting project keys require further technical corrections to ensure the MTIP and STIP match up correctly. Note: The final obligation of the SFY 2024 UPWP Primary Agreement through Key 22311 occurred without issue. However, subsequent to then, corrections to 5303 and PL funding levels occur which impacted a few STBG UPWP PGBs. This has resulted in a few mismatches between the MTIP and STIP which now are being corrected as part of their administrative modification bundle. The requested technical corrections include the following:

1. Key 22154: Next Corridor Planning (FFY 2022)
 - Issue: The MTIP reflects a total of \$43,399 of STBG-U (plus match) while the STIP currently reflects the STBG-U at \$155,407. The correct amount appears to be \$43,399 of STBG plus match.
 - Corrective action: Since all \$43,399 of STBG (plus match) is being transferred and combined into Key 22312, Key 22154 will be left zeroed out programmed. Please zero out Key 22154 in the STIP and consider the STBG shifted to Key 22312.
2. Key 22155: Next Corridor Planning (FFY 2023):
 - Issue: The MTIP currently has the wrong STBG amount programmed. It appears we missed a prior admin mod update.
 - Corrective action: Key 22155 will be zeroed out as part of the admin mod update. No correction is required to the STIP other than the regular update as part of the admin mod.
3. Key 22156: Next Corridor Planning (FFY 2024):
 - Issue: The STIP has not been updated yet from the March #3 admin mod which boosted the STBG back up to \$624,024 (plus match).
 - Corrective action: The total STBG for Key 22156 in the STIP after this admin mod should be \$269,315 (plus match). Simply skip the March #3 admin mod update and update based on the April #1 submission in this bundle.

A copy of the programming logic (Rosetta Stone) is also included as a guide to further explain and justify the PL, 5303, STBG, and overmatch programming updates to Key 22312. The UPWP Budget Table has been previously submitted to ODOT's Finance department and the total funding updates appear to match up correctly.

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 April #1 FFY 2024 Administrative Modification.

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
SPLIT PROJECT
 Split \$211,778 of STBG and
 combine into Key 22312 for SFY
 2025 UPWP Primary Agreement

Project #1

| | |
|----------------------|---|
| 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 | No |
| MTIP Amendment ID: | | | AM24-12-APR1 | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The administrative modification splits \$211,778 of STBG-U (plus match) and combines it into Key 22312 in support of the needed STBG for the SFY 2025 UPWP.

Why Changes May Proceed Administratively:
 Per the Amendment Matrix, split/combining (fund swaps) within constrained years may occur administratively.

| | | | | | |
|----------------------------|--------------|--------------------------------|-------|----------------------------|------------|
| Lead Agency: | Metro | Applicant: | Metro | Administrator: | FTA & FHWA |
| Certified Agency Delivery: | No | 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 reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro’s Carbon Reduction Program (CRP).

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 | \$ - |
| STBG-U | Y230 | 2025 | | | | | | \$ 1,588,222 | \$ 1,588,222 |
| Federal Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,588,222 | \$ 1,588,222 |

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 | \$ - |
| Local | Match | 2025 | | | | | | \$ 181,779 | \$ 181,779 |
| Local Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 181,779 | \$ 181,779 |

Phase Totals

| | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|----------|------|------|------|------|-------------------------|-------------------------|
| Existing Programming Totals: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,006,018 | \$ 2,006,018 |
| Amended Programming Totals | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,770,001 | \$ 1,770,001 |
| Total Estimated Project Cost | | | | | | | \$ 1,770,001 |
| Total Cost in Year of Expenditure: | | | | | | | \$ 1,770,001 |

| 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: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (236,017) | \$ (236,017) |
| Phase Change Percent: | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | -11.8% | -11.8% |
| Amended Phase Matching Funds: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 181,779 | \$ 181,779 |
| 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 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,588,222 | \$ 1,588,222 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 181,779 | \$ 181,779 |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,770,001 | \$ 1,770,001 |

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 |
| Total Funds Obligated | | | | | | | Aid ID |
| 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? | | No | | If yes, expected FTA conversion code: | | N/A | |
| Notes: The final specific awarded projects will be split off Key 23588 and established as stand-alone planning projects. This is the first split and support the SFY 2025 UPWP. | | | | | | | |

| 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 | Administrative | Date of Last Amendment | Match 2023 | Last MTIP Amend Num | AM24-11-MAR3 |
| Last Amendment Action | Fund Swap: Swap out the Carbon funds for STBG-U funds. | | | | | | |

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 |
| 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 programming or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>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 |

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). 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 | | | | | | 2025 | |
| Total | | | | | | \$2,006,018.00 | \$2,006,018.00 |
| Fund 1 | | | | | Y230 | \$1,799,999.95 | |
| Match | | | | | | \$206,018.05 | |

Footnote: \$1,799,999.95 in federal funds

| Most Recent Approved Amendment | |
|--|--------------------------|
| Amendment No: 24-27-0720 | Approval Date: 3/21/2024 |
| Requested Action: Add new project, moving funds from project keys 22156 and 23229. | |

| Part 1 = Primary Agreement List of Projects for Key 22312 | | | | | | | | | | | | |
|--|---|-------------------|------------------------|------------|------------------------------|------------|----------------------|--------------|----------------------|--------------------------|----------------|------------------|
| # Ref | Name | Point of Contact | In Agreement Key 22312 | PL | PL Match (by ODOT) (@10.27%) | 5303 | 5303 Match (@10.27%) | STBG (Metro) | STBG Match (@10.27%) | Other Federal Funds Type | Federal Amount | Match to Federal |
| Section: Metro Led Regionwide Planning For inclusion in Primary Agreement Key 22312 | | | | | | | | | | | | |
| 1ML | Transportation Planning | Tom Kloster Metro | Key 22312 | \$ 343,623 | \$ 39,330 | \$ 123,470 | \$ 14,132 | \$ 696,333 | \$ 79,698 | N/A | \$ - | \$ - |
| 2ML | Climate Smart Implementation (STBG pulled from Key 23588) | Kim Ellis Metro | Key 22312 | \$ - | \$ - | \$ - | \$ - | \$ 211,778 | \$ 24,239 | N/A | \$ - | \$ - |
| | Metropolitan | | | | | | | | | | | |

| METRO | Requirements | | | | Resources ¹ | | | |
|---|---------------------------------|-----------|---------------------------|------------------------|------------------------|---------------------------|---------|--------------------------------|
| | Total Direct and Indirect Costs | PL | PL Set Aside ² | PL Match (ODOT) 10.27% | 5303 | 5303 Match (Metro) 10.27% | STBG | STBG Match (Metro/ODOT) 10.27% |
| METRO-LED REGIONWIDE PLANNING | | | | | | | | |
| 1 Transportation Planning | 1,988,586 | 343,623 | | 39,330 | 123,470 | 14,132 | 696,333 | 79,698 |
| 2 Climate Smart Implementation | 461,017 | | | | | | 211,778 | 24,239 |
| 3 Metropolitan Transportation Improvement Program | 1,646,103 | 1,409,751 | | 161,352 | | | | |
| 4 Air Quality Program | 27,717 | | | | | | 24,871 | 2,847 |
| 5 Regional Transit Program | 27,717 | | | | | | 24,871 | 2,847 |
| 6 Regional Freight Program | 194,007 | | | | | | 174,083 | 19,925 |



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

MTIP Admin Modification
COMBINE FUNDS
 Transfer and combine all STBG-U
 into Key 22312

Project #2

| | |
|----------------------|---|
| Project Name: | Regional MPO Planning (FFY 2024) |
|----------------------|---|

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22153 | RFFA ID: | 50417 | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71133 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:

The admin mod transfers and combines all STBG (\$1,485,975) to Key 22312 to support the SFY 2025 UPWP Primary Agreement

Why Changes May Proceed Administratively:

Split/Combine funding swap actions in constrained years can occur administratively.

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

Short Description:

Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY 2024 UPWP allocation year)

MTIP Detailed Description (Internal Metro use only):

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:

Funding to support transportation planning activities and maintain compliance with federal planning regulations.

Project Classification Details

| | | | |
|--|----------------------------|-----------------|-------------------------------|
| Project Type | Category | Features | System Investment Type |
| Planning | Planning - System 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 | \$ 1,485,975 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ 1,485,975 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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 | \$ 170,076 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ 170,076 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-------------------------|------|------|------|------|-------|-------------------------|
| Existing Programming Totals: | \$ 1,656,051 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,656,051 |
| 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. All STBG is being transferred to Key 22312 | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ (1,656,051) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,656,051) |
| 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 | \$ 1,485,975 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,485,975 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 170,076 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 170,076 |
| Total | \$ 1,656,051 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,656,051 |

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% | 0.0% | 0.0% | 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | 12/31/2025 |
| 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 | Formal | Date of Last Amendment | July 2021 | Last MTIP Amend Num | MA21-10-MAY |
| Last Amendment Action | REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets | | | | | | |

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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A → | | | | | | |

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: Regional MPO Planning (FFY 2024) | | Key: 22153 | |
| Description Funding to support transportation planning activities and maintain compliance with federal planning regulations. | | | Region: 1 |
| MPO: Portland Metro MPO | | Work Type: PLANNG | |
| 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 | 2025 | | |
| Total | \$1,656,051.00 | | |
| Fund 1 | Y230 | \$1,485,974.56 | |
| Match | | \$170,076.44 | |
| Footnote: \$1,485,975 in fed STBG | | | |
| Most Recent Approved Amendment | | | |
| Amendment No: 21-24-0987 | | Approval Date: 7/13/2021 | |
| Requested Action: Cancel project. | | | |

STBG-U Running Total
 Add State STBG (Y240): \$201,893
 Key 23588 STBG-U = \$211,778
Key 22153 STBG-U: \$1,485,975
STBG Subtotal: \$1,888,646



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

MTIP Admin Modification
COMBINE FUNDS
 Transfer and combine all STBG-U
 into Key 22312

Project #3

| | |
|----------------------|---------------------------------------|
| Project Name: | TSMO Administration (FFY 2024) |
|----------------------|---------------------------------------|

| Project Details Summary | | | | | | | |
|-------------------------|-------|----------|--------------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22171 | RFFA ID: | N/A | RTP ID: | 11104 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71126 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | | AM24-12-APR1 | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The admin mod combines the TSMO admin funds into Key 22312 to support identified TSMO planning activities in the SFY 2025 UPWP Primary Agreement. Key 22171 is left "zero programmed".

Why Changes May Proceed Administratively:
 Per the Metro Amendment Matrix, split/combine funding swaps may occur administratively within constrained years.

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

Short Description:
 Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)

MTIP Detailed Description (Internal Metro use only):
 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 71117/RFFA ID 50408). (FY 2024 allocation year)

STIP Description:
 Administration of the regional Transportation System Management & Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee.

Project Classification Details

| Project Type | Category | Features | System Investment Type |
|-----------------|--------------------------------|--|---|
| Other | System Management & Operations | Multi-agency agreements, plans, policy development | Systems Management, ITS, and Operations |
| ODOT Work Type: | OPERAT | | |

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 | | | | | | \$ 200,200 | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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 | - | | | | | \$ 22,914 | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|----------|------|------|------|------|-----------------------|-----------------------|
| Existing Programming Totals: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 223,114 | \$ 223,114 |
| 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: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (223,114) | \$ (223,114) |
| 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% | 0.0% | 0.0% | 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | N/A |
| 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 | Formal | Date of Last Amendment | June 2021 | Last MTIP Amend Num | JN21-11-JUN |
| 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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A | —————→ | | | | | |
| Notes | | | | | | | |

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 | 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: <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 | Project Cost changes may occur administratively as follows: <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 programming 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: TSMO Administration (FFY 2024) | | | | | | Key: 22171 | |
| Description: Administration of the regional Transportation System Management & Operations (TSMO) program. Provide program strategy and direction, administration of grant allocations, and staffing of the Transport committee. | | | | | | | Region: 1 |
| MPO: Portland Metro MPO | | | | Work Type: OPERAT | | | |
| Applicant: METRO | | | | Status: NON-CONSTRUCTION PROJECT | | | |
| 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 | | | | | | \$223,114.00 | \$223,114.00 |
| Fund 1 | | | | | | Y230 \$200,200.19 | |
| Match | | | | | | \$22,913.81 | |
| Footnote: | | | | | | | |
| Most Recent Approved Amendment | | | | | | | |
| Amendment No: 21-24-1048 | | | | Approval Date: 7/19/2021 | | | |
| Requested Action: Cancel project. | | | | | | | |

| # Ref | Name | Point of Contact | In Agreement Key 22312 | PL | PL Match (by ODOT) (@10.27%) | 5303 | 5303 Match (@10.27%) | STBG (Metro) | STBG Match (@10.27%) | Other Federal Funds Type | Federal Amount | Match to Federal |
|-------|---|--------------------|----------------------------------|------|------------------------------|------|----------------------|--------------|----------------------|--------------------------|----------------|------------------|
| 9ML | Transportation System Management and Operations (TSMO) - Regional Mobility Program (STBG pulled from Key 22171) | Caleb Winter Metro | Key 22312 (\$200,200 from 22171) | \$ - | \$ - | \$ - | \$ - | \$ 300,354 | \$ 34,377 | N/A | \$ - | \$ - |

| METRO | Requirements | | Resources ¹ | | | | | | |
|---|---------------------------------|--|------------------------|---------------------------|------------------------|---------|---------------------------|---------|--------------------------------|
| | Total Direct and Indirect Costs | | PL | PL Set Aside ² | PL Match (ODOT) 10.27% | 5303 | 5303 Match (Metro) 10.27% | STBG | STBG Match (Metro/ODOT) 10.27% |
| METRO-LED REGIONWIDE PLANNING | | | | | | | | | |
| 1 Transportation Planning | 1,988,586 | | 343,623 | | 39,330 | 123,470 | 14,132 | 696,333 | 79,698 |
| 2 Climate Smart Implementation | 461,017 | | | | | | | 211,778 | 24,239 |
| 3 Metropolitan Transportation Improvement Program | 1,646,103 | | 1,409,751 | | 161,352 | | | | |
| 4 Air Quality Program | 27,717 | | | | | | | 24,871 | 2,847 |
| 5 Regional Transit Program | 27,717 | | | | | | | 24,871 | 2,847 |
| 6 Regional Freight Program | 194,007 | | | | | | | 174,083 | 19,925 |
| 7 Complete Streets Program | 185,018 | | | 97,687 | | | | 78,362 | 8,969 |
| 8 Regional Travel Operations and Services | 4,852,103 | | | | | | | | |
| 9 Transportation System Management & Operations - Regional Mobility Program | 862,123 | | | | | | | 300,354 | 34,377 |
| 10 Better Bus Program | 883,522 | | | | | | | | |

STBG-U Running Total
 Add State STBG (Y240) = \$201,893
 Key 23588 STBG-U = \$211,778
 Key 22153 = \$1,485,975
 SFY 2024 STBG Carryover = \$45,307
Key 22171 = \$200,200
STBG Subtotal: \$2,145,153



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

MTIP Admin Modification
COMBINE FUNDS
 Transfer and combine all STBG-U
 into Key 22312

Project #4

| | |
|----------------------|---|
| Project Name: | Freight and Economic Development Planning (FFY 2024) |
|----------------------|---|

| Project Details Summary | | | | | | | |
|-------------------------|--------------|---------------------|-----|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22147 | RFFA ID: | N/A | RTP ID: | 11104 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71120 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:

The admin mod combines the Freight and Economic Development Planning admin funds into Key 22312 to support the activities in the SFY 2025 UPWP Primary Agreement. Key 22147 is left "zero programmed".

Why Changes May Proceed Administratively:

Per the Metro Amendment Matrix, split/combine funding swaps may occur administratively within constrained years.

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

Short Description:

Regional planning to support freight systems planning and economic development planning activities. (FY 2024 UPWP allocation year)

MTIP Detailed Description (Internal Metro use only):

Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)

STIP Description:

Regional planning to support freight systems planning and economic development planning activities.

Project Classification Details

| Project Type | Category | Features | System Investment Type |
|-----------------|--------------------------------|--|---|
| Other | System Management & Operations | Multi-agency agreements, plans, policy development | Systems Management, ITS, and Operations |
| ODOT Work Type: | OPERAT | | |

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 | | | | | | \$ 78,786 | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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 | - | | | | | \$ 9,017 | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|----------|------|------|------|------|----------------------|----------------------|
| Existing Programming Totals: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 87,803 | \$ 87,803 |
| 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: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (87,803) | \$ (87,803) |
| 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% | 0.0% | 0.0% | 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | N/A |
| 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 | Formal | Date of Last Amendment | June 2021 | Last MTIP Amend Num | JN21-11-JUN |
| 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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A | —————→ | | | | | |
| Notes | | | | | | | |

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 is not impacted as a result of the change - A capacity change 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 the 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 programming 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: Freight and Economic Development Planning (FFY 2024) | | Key: 22147 | |
| Description: Regional planning to support freight systems planning and economic development planning activities. | | Region: 1 | |
| MPO: Portland Metro MPO | | Work Type: PLANNG | |
| 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 |
| Year | 2025 | | |
| Total | \$87,803.00 | | |
| Fund 1 Y230 | \$78,785.63 | | |
| Match | \$9,017.37 | | |
| Footnote: \$78,786 in fed STBG funds | | | |
| Most Recent Approved Amendment | | | |
| Amendment No: 21-24-0983 | | Approval Date: 7/13/2021 | |
| Requested Action: Cancel project. | | | |

| # Ref | Name | Point of Contact | In Agreement Key 22312 | PL | PL Match (by ODOT) (@10.27%) | 5303 | 5303 Match (@10.27%) | STBG (Metro) | STBG Match (@10.27%) | Other Federal Funds Type | Federal Amount | Match to Federal |
|-------|--|----------------------|---|------|------------------------------|------|----------------------|--------------|----------------------|--------------------------|----------------|------------------|
| 6ML | Regional Freight Program (Transfer STBG for support from Key 22147 = \$78,786 | Tim Collins Metro | Key 22312 (\$78,786 is from Key 22147) | \$ - | \$ - | \$ - | \$ - | \$ 174,083 | \$ 19,925 | N/A | \$ - | \$ - |

| METRO | Requirements | Resources ¹ | | | | | | |
|---|---------------------------------|------------------------|---------------------------|------------------------|---------|---------------------------|---------|--------------------------------|
| | Total Direct and Indirect Costs | PL | PL Set Aside ² | PL Match (ODOT) 10.27% | 5303 | 5303 Match (Metro) 10.27% | STBG | STBG Match (Metro/ODOT) 10.27% |
| METRO-LED REGIONWIDE PLANNING | | | | | | | | |
| 1 Transportation Planning | 1,988,586 | 343,623 | | 39,330 | 123,470 | 14,132 | 696,333 | 79,698 |
| 2 Climate Smart Implementation | 461,017 | | | | | | 211,778 | 24,239 |
| 3 Metropolitan Transportation Improvement Program | 1,646,103 | 1,409,751 | | 161,352 | | | | |
| 4 Air Quality Program | 27,717 | | | | | | 24,871 | 2,847 |
| 5 Regional Transit Program | 27,717 | | | | | | 24,871 | 2,847 |
| 6 Regional Freight Program | 194,007 | | | | | | 174,083 | 19,925 |
| 7 Complete Streets Program | 185,018 | | 97,687 | | | | 78,362 | 8,969 |
| 8 Metropolitan Travel Corridor Initiative Hubways Corridor | 4,852,103 | | | | | | | |
| 9 Transportation System Management & Operations - Regional Mobility Program | 862,123 | | | | | | 300,354 | 34,377 |
| 10 Better Bus Program | 883,522 | | | | | | | |

STBG-U Running Total
 Add State STBG (Y240) = \$201,893
 Key 23588 STBG-U = \$211,778
 Key 22153 = \$1,485,975
 SFY 2024 STBG Carryover = \$45,307
 Key 22171 = \$200,200
Key 22147 STBG-U = \$78,786
STBG Subtotal: \$2,223,939



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

MTIP Admin Modification
SPLIT/COMBINE FUNDS
 Split \$70,324 of STBG and
 combine into Key 22312

Project #5

| | |
|----------------------|--|
| Project Name: | Metro Aerial Photo and LIDAR Support (UPWP) |
|----------------------|--|

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 23233 | RFFA ID: | 50438 | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71306 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The admin mod splits \$70k of STBG from the Metro Aerial Photo/LIDAR support PGB reserve and combines the STBG (and match) into Key 22312 to support the SFY 2025 UPWP Primary Agreement list of approved projects.

Why Changes May Proceed Administratively:
 Per the Metro Amendment Matrix, split/combine funding swaps may occur administratively within constrained years.

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

Short Description
 Metro UPWP RFFA Step1 funds to assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies

MTIP Detailed Description (Internal Metro use only):
 RFFA Step 1 UPWP special allocation for Metro to complete required aerial photography and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies as part of the annual UPWP

STIP Description:
 Assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies.

Project Classification Details

| Project Type | Category | Features | System Investment Type |
|-----------------|----------------------------|----------|------------------------|
| Planning | Planning - System 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 | \$ 300,000 | | | | | | \$ - |
| STBG-U | Y230 | 2026 | \$ 229,676 | | | | | | \$ 229,676 |
| Federal Totals: | | | \$ 229,676 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 229,676 |

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 | \$ 34,336 | | | | | | \$ - |
| Local | Match | 2026 | \$ 26,287 | | | | | | \$ 26,287 |
| Local Totals: | | | \$ 34,336 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,287 |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-----------------------|------|------|------|------|-------|-----------------------|
| Existing Programming Totals: | \$ 334,336 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 334,336 |
| Amended Programming Totals | \$ 255,963 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 255,963 |
| Total Estimated Project Cost | | | | | | | \$ 255,963 |
| Total Cost in Year of Expenditure: | | | | | | | \$ 255,963 |

| 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: | \$ (78,373) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (78,373) |
| Phase Change Percent: | -23.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | -23.4% |
| Amended Phase Matching Funds: | \$ 26,287 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,287 |
| Amended Phase Matching Percent: | 10.27% | N/A | N/A | 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 | \$ 229,676 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 229,676 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 26,287 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,287 |
| Total | \$ 255,963 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 255,963 |

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% | 100.0% |

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% | 89.7% |
| 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 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

| 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | Estimated Project Completion Date: | | 12/31/2028 |
| 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 | 2026 | Years Active | 1 | Project Status | A | In approved MTIP moving forward to obligate funds | |
| Total Prior Amendments | 0 | Last Amendment | Not Applicable | Date of Last Amendment | N/A | Last MTIP Amend Num | Not Applicable |
| Last Amendment Action | 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 | |
| | Not Applicable | | Not Applicable | | Not Applicable | |

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 | Equity Notes |
| | N/A | —————→ | | | | | |
| Notes | | | | | | | |

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 | 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: <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 | Project Cost changes may occur administratively as follows: <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: Metro aerial photo and LIDAR support (UPWP) | | | | Key: 23233 | | | |
| Description: Assist and complete required aerial photo and Light Detection and Ranging (LIDAR) activities in support of RTP goals and strategies. | | | | Region: 1 | | | |
| MPO: Portland Metro MPO | | Work Type: PLANNING | | | | | |
| 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 | 2026 | | | | | | |
| Total | \$334,336.00 | | | | | | \$334,336.00 |
| Fund 1 | Y230 | \$299,999.69 | | | | | |
| Match | | \$34,336.31 | | | | | |
| Footnote: Metro UPWP RFFA Step1 funds | | | | | | | |

| |
|---|
| <p>STBG-U Running Total</p> <p>Add State STBG (Y240) = \$201,893</p> <p>Key 23588 STBG-U = \$211,778</p> <p>Key 22153 = \$1,485,975</p> <p>SFY 2024 STBG Carryover = \$45,307</p> <p>Key 22171 = \$200,200</p> <p>Key 22147 STBG-U = \$78,786</p> <p>Key 23233 STBG-U = \$70,324</p> <p>STBG Subtotal: \$2,294,263</p> |
|---|



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

MTIP Admin Modification
COMBINE FUNDS
 Transfer and combine all \$43,399
 of STBG-U into Key 22312

Project #6

| | |
|----------------------|--|
| Project Name: | Next Corridor Planning (FFY 2022) |
|----------------------|--|

| Project Details Summary | | | | | | | |
|-------------------------|--------------|---------------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22154 | RFFA ID: | 50402 | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71111 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The admin mod transfers and combines all STBG (\$43,399) to Key 22312 to support the SFY 2025 UPWP Primary Agreement

Why Changes May Proceed Administratively:
 Split/Combine funding swap actions in constrained years can occur administratively.

| | | | | | |
|-----------------------------------|--------------|---------------------------------------|-------|-----------------------------------|------|
| Lead Agency: | Metro | Applicant: | Metro | Administrator: | FHWA |
| 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 2022 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 | Planning - Corridor/Area Planning | | Planning |
| ODOT Work Type: | PLANNG | | |

Does the admin mod change the project classification in the MTIP? Yes. All funds are shifted to Key 22312. Key 22154 is left "zero'd" programmed

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 | -\$ 43,399 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ 43,399 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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 | -\$ 4,967 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ 4,967 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-----------------------|------|------|------|------|-------|-----------------------|
| Existing Programming Totals: | -\$ 48,366 | \$ - | \$ - | \$ - | \$ - | \$ - | -\$ 48,366 |
| 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. All STBG is being transferred to Key 22312 | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ (48,366) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (48,366) |
| 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 | \$ 43,399 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 43,399 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 4,967 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,967 |
| Total | \$ 48,366 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 48,366 |

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% | 0.0% | 0.0% | 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | 12/31/2025 |
| 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 | 4 | Last Amendment | Administrative | Date of Last Amendment | May 2023 | Last MTIP Amend Num | AM23-15-MAY2 |
| Last Amendment Action | TRANSFER FUNDS Shift \$112,008 of STBG-U and match to Key 22311 in support of the SFY 2024 UPWP | | | | | | |

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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A → | | | | | | |

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. |

| | |
|--|---|
| <p>Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs</p> | <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 |
| <p>Adjusting for Prior Obligation Amounts</p> | <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. |
| <p>Completing Name and Description Changes</p> | <p>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</p> |
| <p>Completing UPWP or SPR Funding or Description Changes</p> | <p>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.</p> |
| <p>Adding a WFL Project</p> | <p>Adding a Western Federal Lands (WFL) project</p> |



home admin **RTP** **RFFA** **MTIP** **FUND** search

details costs programming map amendments obligations earmarks comments rffa

ODOT Key: 22154 | MTIP ID: 71111

Next Corridor Planning (FFY 2022) - Cycle 2024-29

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|------------------------|------|------------|-----------------|---------------------|--------------|-----------------|--------------------------|
| Planning | 2025 | | \$43,399 | \$4,967 | \$0 | \$48,366 | <input type="checkbox"/> |
| | 2022 | STBG-URBAN | \$43,399 | \$4,967 | \$0 | \$48,366 | |
| Totals >> | | | \$43,399 | \$4,967 | \$0 | \$48,366 | |

Name: Next Corridor Planning (FFY 2022) Key: 22154

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: PLANNING

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 | \$173,194.00 | | | | | | \$173,194.00 |
| Fund 1 Y230 | \$155,406.98 | | | | | | |
| Match | \$17,787.02 | | | | | | |

Footnote:

Most Recent Approved Amendment

| | |
|--|--------------------------|
| Amendment No: 21-24-0978 | Approval Date: 7/13/2021 |
| Requested Action: Cancel project. | |

STBG-U Running Total
 Add State STBG (Y240) = \$201,893
 Key 23588 STBG-U = \$211,778
 Key 22153 = \$1,485,975
 SFY 2024 STBG Carryover = \$45,307
 Key 22171 = \$200,200
 Key 22147 STBG-U = \$78,786
 Key 23233 STBG-U = \$70,324
Key 22154 of STBG-U = \$43,399
 STBG Subtotal: \$2,337,662



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

MTIP Admin Modification
COMBINE FUNDS
 Transfer /combine all \$232,156 of
 STBG-U into Key 22312

Project #7

| | |
|----------------------|--|
| Project Name: | Next Corridor Planning (FFY 2023) |
|----------------------|--|

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22155 | RFFA ID: | 50403 | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71112 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:
 The admin mod transfers and combines all STBG (\$232,156) to Key 22312 to support the SFY 2025 UPWP Primary Agreement

Why Changes May Proceed Administratively:
 Split/Combine funding swap actions in constrained years can occur administratively.

| | | | | | |
|----------------------------|------------|--------------------------------|-------|----------------------------|------|
| Lead Agency: | Metro | Applicant: | Metro | Administrator: | FHWA |
| 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 | Planning - Corridor/Area Planning | | Planning |
| ODOT Work Type: | PLANNG | | |

Does the admin mod change the project classification in the MTIP? Yes. All funds are shifted to Key 22312. Key 22154 is left "zero'd" programmed

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 | \$ 232,156 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ 232,156 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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 | \$ 26,571 | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ 26,571 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-----------------------|------|------|------|------|-------|-----------------------|
| Existing Programming Totals: | \$ 258,727 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 258,727 |
| 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. All STBG is being transferred to Key 22312 | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ (258,727) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (258,727) |
| 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% | 0.0% | 0.0% | 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | 12/31/2025 |
| 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 | Formal | Date of Last Amendment | May 2021 | Last MTIP Amend Num | MA21-10-MAY |
| Last Amendment Action | REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets | | | | | | |

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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A → | | | | | | |

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 is not impacted as a result of the change - A capacity change 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 the 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: Next Corridor Planning (FFY 2023) | | Key: 22155 | |
| 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 |
| | | | 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 | 2025 | | |
| Total | \$258,727.00 | | |
| Fund 1 Y230 | \$232,155.74 | | |
| Match | \$26,571.26 | | |
| Footnote: | | | |
| Most Recent Approved Amendment | | | |
| Amendment No: 24-27-0815 | | Approval Date: 2/13/2024 | |
| Requested Action: Reduce the project by \$416,463 to match the updated annual work plan. | | | |

STBG-U Running Total

Add State STBG (Y240) = \$201,893

Key 23588 STBG-U = \$211,778

Key 22153 = \$1,485,975

SFY 2024 STBG Carryover = \$45,307

Key 22171 = \$200,200

Key 22147 STBG-U = \$78,786

Key 23233 STBG-U = \$70,324

Key 22154 of STBG-U = \$43,399

Key 22155 STBG-U = \$232,156

STBG Subtotal: \$2,569,818



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

MTIP Admin Modification
SPLIT/COMBINE FUNDS
 Transfer /combine \$354,709 of
 STBG-U into Key 22312

Project #8

| | |
|----------------------|--|
| Project Name: | Next Corridor Planning (FFY 2024) |
|----------------------|--|

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22156 | RFFA ID: | 50404 | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71113 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:

The admin mod transfers and combines \$354,709 of STBG-U to Key 22312 to support the SFY 2025 UPWP Primary Agreement

Why Changes May Proceed Administratively:

Split/Combine funding swap actions in constrained years can occur administratively.

| | | | | | |
|----------------------------|------------|--------------------------------|-------|----------------------------|------|
| Lead Agency: | Metro | Applicant: | Metro | Administrator: | FHWA |
| 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 2024 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 | Planning - Corridor/Area Planning | | Planning |
| ODOT Work Type: | PLANNG | | |

Does the admin mod change the project classification in the MTIP? Yes. All funds are shifted to Key 22312. Key 22154 is left "zero'd" programmed

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 | \$ 269,315 | | | | | | \$ 269,315 |
| Federal Totals: | | | \$ 893,339 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 269,315 |

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 | \$ 71,422 | | | | | | \$ - |
| Local | Match | 2025 | \$ 30,824 | | | | | | \$ 30,824 |
| Local Totals: | | | \$ 71,422 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 30,824 |

Phase Totals

| | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------|-----------------------|------|------|------|------|-------|-----------------------|
| Existing Programming Totals: | \$ 695,446 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 695,446 |
| Amended Programming Totals | \$ 300,139 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300,139 |

Total Estimated Project Cost \$ 300,139
 Total Cost in Year of Expenditure: \$ 300,139

| Programming Summary | Yes/No | Reason if short Programmed | | | | | |
|----------------------------------|--------------|--|------|------|------|-------|--------------|
| Is the project short programmed? | No | The project is not short programmed. \$354,709 of STBG is being transferred to Key 22312 | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ (395,307) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (395,307) |
| Phase Change Percent: | -56.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | -56.8% |
| Amended Phase Matching Funds: | \$ 30,824 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 30,824 |
| Amended Phase Matching Percent: | 10.27% | N/A | N/A | 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 | \$ 269,315 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 269,315 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 30,824 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 30,824 |
| Total | \$ 300,139 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300,139 |

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% | 100.0% |

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 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

| 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: | | | | | | | FHWA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | FMIS |
| | | | | | | Estimated Project Completion Date: | 12/31/2025 |
| 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 | Formal | Date of Last Amendment | May 2021 | Last MTIP Amend Num | MA21-10-MAY |
| Last Amendment Action | REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets | | | | | | |

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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A → | | | | | | |

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 is not impacted as a result of the change - A capacity change 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 the 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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ODOT Key: 22156 | MTIP ID: 71113

Next Corridor Planning (FFY 2024) - Cycle 2024-29

Current Programming

| phase | year | fund type | federal amount | minimum local match | other amount | total | hold from mtip |
|------------------------|------|------------|------------------|---------------------|--------------|------------------|--------------------------|
| Planning | 2025 | | \$624,024 | \$71,422 | \$0 | \$695,446 | <input type="checkbox"/> |
| | 2024 | STBG-URBAN | \$624,024 | \$71,422 | \$0 | \$695,446 | |
| Totals >> | | | \$624,024 | \$71,422 | \$0 | \$695,446 | |

STBG-U Running Total

Add State STBG (Y240) = \$201,893

Key 23588 STBG-U = \$211,778

Key 22153 = \$1,485,975

SFY 2024 STBG Carryover = \$45,307

Key 22171 = \$200,200

Key 22147 STBG-U = \$78,786

Key 23233 STBG-U = \$70,324

Key 22154 of STBG-U = \$43,399

Key 22155 STBG-U = \$232,156

Key 22156 = \$354,709

STBG Total: \$2,924,527

2024-2027 Active STIP

MULTNOMAH

2024-2027 Active STIP

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: PLANNING

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 | \$361,110.00 | | | | | | \$361,110.00 |
| Fund 1 Y230 | \$324,024.00 | | | | | | |
| Match | \$37,086.00 | | | | | | |

Footnote: \$324,024 in fed STBG funds.

Most Recent Approved Amendment

Amendment No: 24-27-0720

Approval Date: 3/21/2024

Requested Action: Reduce the project funding by \$334,336 and move to project key 23588.

Note: The STIP reflects the initial reduction to Key 22156, but not the boost back up to \$624,024 of STBG-U completed as part of the March #3 Admin Mod bundle to correct the draw needed to support the Climate Smart Implementation project in 23588.

The current starting correct STBG-U amount authorized is \$624,024. The split of \$354,709 to support the SFY UPWP Primary Agreement starts from that STBG-U amount



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

MTIP Admin Modification
ADD FUNDS
 Update Key 22312 based on SFY
 2025 Primary Agreement

Project #9

| | |
|----------------------|--------------------------------------|
| Project Name: | Portland Metro Planning SFY25 |
|----------------------|--------------------------------------|

| Project Details Summary | | | | | | | |
|-------------------------|--------------|---------------------|-----|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22312 | RFFA ID: | N/A | RTP ID: | 11103 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71226 | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM24-12-APR1 | | STIP Amendment ID: | | TBD | |

Summary of Amendment Changes Occurring:

The admin mod updates Key 22312 based on the Metro approved funding for the SFY 2025 UPWP Primary Agreement list of approved projects. See the Rosetta Stone for the project list and rationale for the funding updates.

Why Changes May Proceed Administratively:

Much of the funding additional are lateral transfers from other PGBs. Also per prior approvals, the UPWP programming updates may occur administratively.

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

| |
|---|
| <p><u>Short Description:</u> Portland Metro MPO planning funds for SFY 25 (FFY 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)</p> |
| <p><u>MTIP Detailed Description (Internal Metro use only):</u> Key 22312 will act as the Metro SFY 2025 UPWP Master Agreement primary key for the inclusion of PL, 5303, State STBG, Metro STBG, and local overmatch in support of the final approved SFY 2025 UPWP. Final project inclusion will be determined through the development of the SFY 2025 UPWP.</p> |
| <p><u>STIP Description:</u> Portland Metro MPO planning funds for state fiscal year 2025 (federal fiscal year 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).</p> |

| Project Classification Details | | | |
|--|----------------------------|----------|------------------------|
| Project Type | Category | Features | System Investment Type |
| Planning | Planning - System 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 | | | | | | | | | |
| PL | Z450 | 2024 | \$ 2,144,397 | | | | | | \$ - |
| PL | Z450 | 2024 | \$ 2,305,392 | | | | | | \$ 2,305,392 |
| 5303 | 5303 | 2024 | \$ 632,761 | | | | | | \$ - |
| 5303 | 5303 | 2024 | \$ 838,827 | | | | | | \$ 838,827 |
| State STBG | Y240 | 2024 | \$ 201,893 | | | | | | \$ 201,893 |
| STBG-U | Y230 | 2024 | \$ 2,722,634 | | | | | | \$ 2,722,634 |
| Federal Totals: | | | \$ 6,068,746 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,068,746 |

State Funds

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|-------------------------|------------------|-----------------|-----------------------|------------------------------|--------------------|--------------------|--------------|-------|------------|
| State (Z450) | Match | 2024 | \$ 245,436 | | | | | | \$ - |
| State (Z450) | Match | 2024 | \$ 252,683 | | | | | | \$ 252,683 |
| State (Y240) | Match | 2024 | \$ 23,108 | | | | | | \$ 23,108 |
| State Totals: | | | \$ 275,791 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 275,791 |

Local Funds

| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|-------------------------|------------------|-----------------|----------------------|------------------------------|--------------------|--------------------|--------------|-------|--------------|
| Local (5303) | Match | 2024 | \$ 72,422 | | | | | | \$ - |
| Local (5303) | Match | 2024 | \$ 96,008 | | | | | | \$ 96,008 |
| Local (Y230) | Match | 2024 | \$ 311,618 | | | | | | \$ 311,618 |
| Other | OTH0 | 2024 | \$ 4,522,333 | | | | | | \$ 4,522,333 |
| Local Totals: | | | \$ 4,929,958 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,929,958 |

| Phase Totals | Planning | PE | ROW | UR | Cons | Other | Total |
|------------------------------------|-------------------------|------|------|------|------|-------|-------------------------|
| Existing Programming Totals: | \$ 3,095,016 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,095,016 |
| Amended Programming Totals | \$ 11,274,495 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,274,495 |
| Total Estimated Project Cost | | | | | | | \$ 11,274,495 |
| Total Cost in Year of Expenditure: | | | | | | | \$ 11,274,495 |

| 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: | \$ 8,179,479 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,179,479 |
| Phase Change Percent: | 264.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 264.3% |
| Amended Phase Matching Funds: | \$ 683,416 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 683,416 |
| Amended Phase Matching Percent: | 10.12% | N/A | N/A | N/A | N/A | N/A | 10.12% |

Phase Programming Summary Totals

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|---------------|------------------------------|--------------------|--------------------|--------------|-------|---------------|
| Federal | \$ 6,068,746 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,068,746 |
| State | \$ 275,791 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 275,791 |
| Local | \$ 4,929,958 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,929,958 |
| Total | \$ 11,274,495 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,274,495 |

Phase Composition Percentages

| Fund Type | Planning | PE | ROW | UR | Cons | Other | Total |
|-----------|----------|------|------|------|------|-------|---------|
| Federal | 53.83% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 53.83% |
| State | 2.45% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.45% |
| Local | 43.73% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 43.73% |
| 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 | 53.83% | 0.00% | 0.0% | 0.0% | 0.0% | 0.0% | 53.83% |
| State | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% |
| Local | 43.73% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 43.73% |
| 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: | | | | | | | FTA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | TrAMS |
| | | | | | | Estimated Project Completion Date: | 12/31/2025 |
| 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 2023 | Last MTIP Amend Num | AM23-15-MAY2 |
| Last Amendment Action | ADD FUNDS: Add \$37k of PL plus match which are defined as UPWP set-aside funds to FFY 2024. Funds are approved as part of the SFY 2024 UPWP but can't be obligated until FFY 2024. | | | | | | |

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? No.

| Performance Measurements Monitoring | | | | | | | |
|-------------------------------------|-----------------------|--------------------------|---------------------|--------|----------------------|--------|--------------|
| Metro RTP Performance Measurements | Congestion Mitigation | Climate Change Reduction | Economic Prosperity | Equity | Mobility Improvement | Safety | Equity Notes |
| | N/A | | | | | | |

| | |
|-------|--|
| Notes | |
|-------|--|

Fund Codes References

| | |
|------------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| PL | Metropolitan Planning Funds (PL funds) are provided from the Federal Highway Trust Fund and are distributed by State Departments of Transportation (DOTs) to metropolitan planning organizations (MPOs) to conduct the planning activities required by Title 23 of the U.S. Code 134. |
| 5303 | Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. |
| Other | Local or state funds committed by the lead agency above the required minimum match to the federal funds in support of a specific project phase. Also referred to as "overmatch" funding. |
| State | General state funds from various sources normally used to support the required minimum match to the federal funds. Similar to Local funds, but state based funding. |
| 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. |
| State STBG | Appropriated STBG that remains under ODOT's management and commitment to eligible projects. |
| 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.</p> <p>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 |

Key 22312 Programming Updates

Current

| | | | | | | | |
|---|----------------|---------------------|--------------|----------------------------------|--------------|-------------------|------------------|
| Name: Portland Metro Planning SFY25 | | | | | | Key: 22312 | |
| Description: Portland Metro MPO planning funds for state fiscal year 2025 (federal fiscal year 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP). | | | | | | | Region: 1 |
| MPO: Portland Metro MPO | | | | Work Type: PLANNING | | | |
| 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 | 2024 | | | | | | |
| Total | \$3,095,016.33 | | | | | | \$3,095,016.33 |
| Fund 1 Z450 | \$2,144,397.15 | | | | | | |
| Match | \$245,435.85 | | | | | | |
| Fund 2 Z77D | \$632,761.00 | | | | | | |
| Match | \$72,422.33 | | | | | | |
| Footnote: Approved funding: \$2,389,833 planning, \$632,761 federal 5303 | | | | | | | |
| Most Recent Approved Amendment | | | | | | | |
| Amendment No: 24-27-0042 | | | | Approval Date: 10/31/2023 | | | |
| Requested Action: Add project to the current STIP. | | | | | | | |

Required for the SFY 2025 UPWP Primary Agreement

| SFY 2025 UPWP Primary Agreement Required Programming - Key 22312 | | | | | |
|--|-----------|---------------------|-------------------|---------------------|----------------------|
| Fund Type | Fund Code | Federal | Match | Overmatch | Total |
| PL | Z450 | \$ 2,305,392 | \$ - | \$ - | \$ 2,305,392 |
| State | Match | \$ - | \$ 252,683 | \$ - | \$ 252,683 |
| 5303 | 5303 | \$ 838,827 | \$ 96,008 | \$ - | \$ 934,835 |
| State STBG | Y240 | \$ 201,893 | \$ 23,108 | \$ - | \$ 225,001 |
| STBG-U | Y230 | \$ 2,722,634 | \$ 311,618 | \$ - | \$ 3,034,252 |
| Other | OTH0 | \$ - | \$ - | \$ 4,522,333 | \$ 4,522,333 |
| Totals: | | \$ 6,068,746 | \$ 683,415 | \$ 4,522,333 | \$ 11,274,494 |