



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 12, 2023

To: Ron Kerr
 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 – December 2023 Admin Mod #1
 AM24-02-DEC1 Approval Request

Dear Ron:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval. The December #1 Admin Mod is under amendment number AM24-02-DEC1 and contains 5 projects.

Key	Lead Agency	Name	Change
22440	ODOT	NW 112th Avenue and PNWR rail crossing upgrade	<u>ADD PHASE:</u> The admin mod cancels the Other phase and shifts the funding to a new construction phase to be obligated.
23067	ODOT	I-205: Glenn Jackson Bridge (Columbia River)	<u>ADD PHASE:</u> The administrative modification adds a “Planning” phase to the project by shifting \$200k from PE. The WSDOT support funding is also updated as Other funds.
23247	Portland	148th Ave Safety and Access to Transit: SE Powell to NE Halsey	<u>CANCEL PHASE:</u> Cancel the planning phase and shift the funds to the PE phase as Portland will access the PREASCOPE process for early access to their PE funds.
23250	Portland	57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott	<u>CANCEL PHASE:</u> Cancel the planning phase and shift the funds to the PE phase as Portland will access the PREASCOPE process for early access to their PE funds.
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	<u>MINOR CHANGE:</u> Update PE phase for the recent HSIP obligation and tweaks Construction as a result. No action in STIP is required as the updates have already occurred.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2021-24 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 December FFY 2024 #1 Administrative Modification.

Kenneth F Lobeck

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



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

MTIP Admin Modification
ADD PHASE
 Add Construction phase and
 cancel Other phase

Project #1

Project Name: ~~NW 112th Street and PNWR Rail Crossing Upgrade~~
NW 112th Avenue and PNWR Rail Crossing Upgrade

Project Details Summary							
ODOT Key #	22440	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71261	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-02-NOV		STIP Amendment ID:		24-27-0507	

Summary of Amendment Changes Occurring:

The administrative modification cancels the Other phase and adds a Construction phase. Adding the cons phase is more of a technical correction to the initial improvement under the Other phase. UR is also increased. The project name is corrected. The net cost increase to the project is 13% and below the 30% threshold for administrative modifications for projects with a TPC between \$1 million and \$5 million dollars

Why Changes May Proceed Administratively:

The cost change is less than the 30% threshold. Adding the construction phase is not a new phase to the project. This is a change in the interpretation of the proposed improvement which initially was deemed not an eligible construction phase improvement. The Other phase was used to capture the scope improvement. Now, the interpretation has changed and the scope improvements is being moved back to the construction phase. Therefore, no scope change is occurring.

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Direct Recipient Delivery:	N/A

Short Description:

Add active warning devices to the railroad highway crossing at NW 112th Ave and Portland & Western Railroad located in an industrial tank farm to decrease future rail crossing incidents with motor vehicles and truck traffic.

MTIP Detailed Description (Internal Metro use only):

Upgrade from current passive to active warning devices at the NW 112th Ave PNWR railroad at-grade crossing which includes the movement of mixed commodities and hazardous materials to decrease future rail crossing incidents with motor vehicles and truck traffic (RTP ID: 12095. Exempt: Yes – 93 CFR 123.126, Table 2, Safety - Railroad/highway crossing warning devices. OTC = Yes 9/2021)

STIP Description: Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Maintenance and Preservation
ODOT Work Type:	Safety		
Does the administrative modification change the project classification in the MTIP? No (if yes, why?)			

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									
AC-RAIL	ACP0	2022		\$ 67,500					\$ -
RAIL	ZS4E	2022		\$ 67,500					\$ 67,500
RAIL	YS40	2024						\$ 1,044,000	\$ -
RAIL	YS40	2024				\$ 72,000			\$ 72,000
RAIL	YS40	2024					\$ 1,116,000		\$ 1,116,000
									\$ -
Federal Totals:			\$ -	\$ 67,500	\$ -	\$ 72,000	\$ 1,116,000	\$ -	\$ 1,255,500
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	Match	2022		\$ 7,500					\$ 7,500
State	Match	2024						\$ 116,000	\$ -
State	Match	2024				\$ 8,000			\$ 8,000
State	Match	2024					\$ 124,000		\$ 124,000
									\$ -
State Totals:			\$ -	\$ 7,500	\$ -	\$ 8,000	\$ 124,000	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 1,160,000	\$ 1,235,000
Amended Programming Totals			\$ -	\$ 75,000	\$ -	\$ 80,000	\$ 1,240,000	\$ -	\$ 1,395,000
Total Estimated Project Cost									\$ 1,395,000
Total Cost in Year of Expenditure:									\$ 1,395,000

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:	\$ -	\$ -	\$ -	\$ 80,000	\$ 1,240,000	\$ (1,160,000)	\$ 160,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	-100.0%	13.0%
Amended Phase Matching Funds:	\$ -	\$ 7,500	\$ -	\$ 8,000	\$ 124,000	\$ -	\$ 139,500
Amended Phase Matching Percent:	N/A	10.0%	0.0%	10.0%	10.0%	N/A	10.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 67,500	\$ -	\$ 72,000	\$ 1,116,000	\$ -	\$ 1,255,500
State	\$ -	\$ 7,500	\$ -	\$ 8,000	\$ 124,000	\$ -	\$ 139,500
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 75,000	\$ -	\$ 80,000	\$ 1,240,000	\$ -	\$ 1,395,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	90.00%	0.0%	90.0%	90.00%	0.0%	90.00%
State	0.0%	10.0%	0.0%	10.0%	10.0%	0.0%	10.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	100.0%	100.00%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	4.84%	0.0%	5.2%	80.00%	0.00%	90.00%
State	0.0%	0.5%	0.0%	0.6%	8.9%	0.0%	10.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	5.38%	0.0%	5.7%	88.89%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 75,000					Aid ID
Federal Funds Obligated:		\$ 67,500					S092(068)
EA Number:		PE003362					FHWA or FTA
Initial Obligation Date:		12/22/2021					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	3	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	1. Convert federal fund type code of ACRAIL to be "RAIL" (RAIL HWY CROSS HAZARD ELM FAST), fund code of ZS40) 2. UR and Other phase are combined in MTIP due to lack of separate fields. Slip Other phase with \$1,044,000 of federal RAIL funds and match from FFY 2023 to 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
	Yes	US30	8.55	8.55	0
Note: No changes in MP limits. No changes to existing geospatial data required.					
Cross Streets	Route or Arterial		Cross Street		Cross Street
	NW 112th Avenue		NW 112th Avenue		PNWRR

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Iyes, explain:

Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
Notes							

Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-RAIL	Advance Construction federal funds with the expected conversion code to be federal RAIL funds
RAIL	Federal Rail Highway Crossing Hazard Elimination funds. The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings

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 the MTIP .
1	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
2	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.
3	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.
4	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

5	<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
6	<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.
7	<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>
8	<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>
9	<p>Adding a Western Federal Lands (WFL) project</p>



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

MTIP Admin Modification
ADD PHASE
 Add Planning phase to project

Project #2

Project Name: I-205: Glenn Jackson Bridge (Columbia River)

Project Details Summary							
ODOT Key #	23067	RFFA ID:	N/A	RTP ID:	11985	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71367	CDS ID:	N/A	Bridge #:	9555	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-02-DEC1		STIP Amendment ID:		24-27-0469	

Summary of Amendment Changes Occurring:

The administrative modification corrects the programming to properly reflect WSDOT's contribution. \$200k is shift from PE to create a planning phase. The Planning phase is being added to conduct inspection and evaluation of bridge roadway surface and joint seals to make a better determination of the work required to improve bridge roadway to reduce risk of hydroplaning.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, the shift of funds from PE to add the Planning phase do not change the overall project scope, limits, cost, or environmental footprint. As a result, adding the Planning phase can occur via an administrative action.

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Direct Recipient Delivery:	N/A

Short Description:

Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning and replace the joint seals.

MTIP Detailed Description (Internal Metro use only):

Repair travel surface wheel rutting to prevent water ponding and vehicle hydroplaning and replace the joint seals.

STIP Description: Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Maintenance and Preservation
ODOT Work Type:	Safety		

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									
NHPP	Y001	2024	\$ 92,220						\$ 92,220
NHPP	Y001	2024		\$ 2,030,684					\$ -
NHPP	Y001	2024		\$ 923,122					\$ 923,122
NHPP	Y001	2027					\$ 7,416,332		\$ -
NHPP	Y001	2027					\$ 3,708,166		\$ 3,708,166
									\$ -
Federal Totals:			\$ 92,220	\$ 923,122	\$ -	\$ -	\$ 3,708,166	\$ -	\$ 4,723,508

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 HB2017	S070	2024	\$ 7,780						\$ 7,780
State HB2017	S070	2024		\$ 171,316					\$ -
State HB2017	S070	2024		\$ 77,878					\$ 77,878
State HB2017	S070	2027					\$ 625,668		\$ -
State HB2017	S070	2027					\$ 312,834		\$ 312,834
									\$ -
State Totals:			\$ 7,780	\$ 77,878	\$ -	\$ -	\$ -	\$ -	\$ 398,492

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024	\$ 100,000						\$ 100,000
Other	OTH0	2024		\$ 1,001,000					\$ 1,001,000
Other	OTH0	2027					\$ 4,021,000		\$ 4,021,000
									\$ -
Local Totals:			\$ 100,000	\$ 1,001,000	\$ -	\$ -	\$ 4,021,000	\$ -	\$ 5,122,000

Note: Local Other amount = Project contribution by WSDOT

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 2,202,000	\$ -	\$ -	\$ 8,042,000	\$ -	\$ 10,244,000
Amended Programming Totals	\$ 200,000	\$ 2,002,000	\$ -	\$ -	\$ 8,042,000	\$ -	\$ 10,244,000
Total Estimated Project Cost							\$ 10,244,000
Total Cost in Year of Expenditure:							\$ 10,244,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. WSDOT is also providing 50% of the required funding.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 200,000	\$ (200,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	-9.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 7,780	\$ 77,878	\$ -	\$ -	\$ 312,834	\$ -	\$ 398,492
Amended Phase Matching Percent:	7.78%	7.78%	N/A	N/A	7.8%	N/A	7.78%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 92,220	\$ 923,122	\$ -	\$ -	\$ 3,708,166	\$ -	\$ 4,723,508
State	\$ 7,780	\$ 77,878	\$ -	\$ -	\$ 312,834	\$ -	\$ 398,492
Local	\$ 100,000	\$ 1,001,000	\$ -	\$ -	\$ 4,021,000	\$ -	\$ 5,122,000
Total	\$ 200,000	\$ 2,002,000	\$ -	\$ -	\$ 8,042,000	\$ -	\$ 10,244,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	46.1%	46.11%	0.0%	0.0%	46.11%	0.0%	46.1%
State	3.9%	3.9%	0.0%	0.0%	3.9%	0.0%	3.9%
Local	50.0%	0.5	0.0%	0.0%	50.0%	0.0%	50.0%
Total	100.0%	100.0%	0.0%	0.0%	100.00%	0.0%	100.0%

Note: Local other funds reflect WSDOT's contribution to the project.

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.9%	9.0%	0.0%	0.0%	36.20%	0.00%	46.11%
State	0.1%	0.8%	0.0%	0.0%	3.1%	0.0%	3.9%
Local	1.0%	9.8%	0.0%	0.0%	39.3%	0.0%	50.0%
Total	2.0%	19.5%	0.0%	0.0%	78.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2031
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	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num
Last Amendment Action	None. N/A					

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References							
On State Highway	Yes/No	Route	MP Begin	MP End	Length		
	Yes	I-205	26.32	26.32	0		
Cross Streets	Route or Arterial		Cross Street		Cross Street		
	I-205 Freeway		NE Airport Way (Portland, Oregon)		SE Evergreen Hwy (Vancouver, Washington)		
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No. Project location and limits remain unchanged.							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes All equity focus area categories are" no".
						X	
Notes							

Fund Codes References	
State HB2017	State funds that originate from Oregon Legislation HB2017.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]

Other	Generally, "other funds" are considered local overmatch committed to the project being the usual required minimum match requirement to the federal fund. For project, the Other funds represent WSDOT's funding commitment to the project and provides 50% of the total project cost.
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<p style="text-align: center;">MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change</p>	
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 .
1	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
2	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.
3	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.
4	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
5	<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

6	<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.
7	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
8	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.
9	Adding a Western Federal Lands (WFL) project

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	50.00%	100,000.00	0.00%	0.00	0.00%	0.00	100.00%	100,000.00
	S070	HB2017 Funding Package	3.89%	7,780.00	0.00%	0.00	100.00%	7,780.00	0.00%	0.00
	Y001	National Highway Perf IJJA	46.11%	92,220.00	100.00%	92,220.00	0.00%	0.00	0.00%	0.00
	PL Totals			100.00%	200,000.00		92,220.00		7,780.00	
PE	OTH0	OTHER THAN STATE OR	50.00%	1,001,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,001,000.00
	S070	HB2017 Funding Package	3.89%	77,877.80	0.00%	0.00	100.00%	77,877.80	0.00%	0.00
	Y001	National Highway Perf IJJA	46.11%	923,122.20	100.00%	923,122.20	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	2,002,000.00		923,122.20		77,877.80	
CN	OTH0	OTHER THAN STATE OR	50.00%	4,021,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,021,000.00
	S070	HB2017 Funding Package	3.89%	312,833.80	0.00%	0.00	100.00%	312,833.80	0.00%	0.00
	Y001	National Highway Perf IJJA	46.11%	3,708,166.20	100.00%	3,708,166.20	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	8,042,000.00		3,708,166.20		312,833.80	
Grand Totals					10,244,000.00			398,491.60		5,122,000.00



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

MTIP Admin Modification
CANCEL PHASE
 Cancel Planning phase and shift funds back to PE. Advance PE

Project #3

Project Name: 148th Ave Safety and Access to Transit: SE Powell to NE Halsey

Project Details Summary							
ODOT Key #	23247	RFFA ID:	50447	RTP ID:	10330	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71280	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-02-DEC1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification cancels the Planning phase as the project will implement the PREASCOPE project accessing their PE phase funding early. The PE phase is advanced to FFY 2025. There is no scope or cost change that result.

Why Changes May Proceed Administratively:

The PREASCOPE process is a new test program allowing early access to PE funds to finish minor scoping actions to properly complete the Technical Scoping Sheet (TSS). A review of the project has determined the requested pre-scoping actions do not trigger the need for a Planning phase to complete formal project development activities. There is no scope, limits, or cost change that results. ROW, UR, and Construction phases will be advanced to their revised obligation once the PE phase is underway and the delivery schedule is updated. The actin is a technical correction that is allowable as an administrative action under the MTIP Amendment Matrix guidelines.

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

Short Description:

Complete ped/bike elements such as adding buffered/protected bike lanes, constructing enhanced pedestrian crossings, completing signal modifications and lighting upgrades to improve comfort and access for people walking, biking, & taking transit.

MTIP Detailed Description (Internal Metro use only):

Improve comfort and access for people walking, biking, and taking transit along 148th Ave by installing pedestrian crossing improvements including median refuge islands and visibility markings, sidewalk infill, ADA-compliant curb ramps, buffered and protected bike lanes, and a signal rebuild

STIP Description: Complete ped/bike elements such as adding buffered/protected bike lanes, constructing enhanced pedestrian crossings, completing signal modifications and lighting upgrades to improve comfort and access for people walking, biking, and taking transit.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation Complete Streets	Active Trans - Bike	Buffered Bike Lanes	Capital Improvement
	Active Trans- Pedestrian	Crossing Treatments	
	Active Trans - Transit	Capital - Passenger Facilities	
	Active Trans - Motor Vehicle	Lane Modification or Reconstruction	
ODOT Work Type:	BIKPED		

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	\$ 161,514						\$ -
STBG-U	Y230	2027		\$ 1,402,031					\$ -
STBG-U	Y230	2025		\$ 1,563,545					\$ 1,563,545
STBG-U	Y230	2029			\$ 89,730				\$ 89,730
STBG-U	Y230	2029				\$ 89,730			\$ 89,730
STBG-U	Y230	2029					\$ 5,357,330		\$ 5,357,330
									\$ -
Federal Totals:			\$ -	\$ 2,965,576	\$ 89,730	\$ 89,730	\$ 5,357,330	\$ -	\$ 7,100,335

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	\$ 18,486						\$ -
Local	Match	2027		\$ 160,469					\$ -
Local	Match	2025		\$ 178,955					\$ 178,955
Local	Match	2029			\$ 10,270				\$ 10,270
Local	Match	2029				\$ 10,270			\$ 10,270
Local	Match	2029					\$ 613,170		\$ 613,170
									\$ -
Local Totals:			\$ -	\$ 178,955	\$ 10,270	\$ 10,270	\$ 613,170	\$ -	\$ 812,665
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 180,000	\$ 1,562,500	\$ 100,000	\$ 100,000	\$ 5,970,500	\$ -	\$ 7,913,000
Amended Programming Totals			\$ -	\$ 1,742,500	\$ 100,000	\$ 100,000	\$ 5,970,500	\$ -	\$ 7,913,000
Total Estimated Project Cost									\$ 7,913,000
Total Cost in Year of Expenditure:									\$ 7,913,000
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:		\$ (180,000)	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Phase Change Percent:		0.0%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
Amended Phase Matching Funds:		\$ -	\$ 178,955	\$ 10,270	\$ 10,270	\$ 613,170	\$ -	\$ 812,665	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%	

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,563,545	\$ 89,730	\$ 89,730	\$ 5,357,330	\$ -	\$ 7,100,335
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 178,955	\$ 10,270	\$ 10,270	\$ 613,170	\$ -	\$ 812,665
Total	\$ -	\$ 1,742,500	\$ 100,000	\$ 100,000	\$ 5,970,500	\$ -	\$ 7,913,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	19.76%	1.13%	1.13%	67.70%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.3%	0.13%	0.13%	7.75%	0.0%	10.27%
Total	0.0%	22.02%	1.26%	1.26%	75.45%	0.0%	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:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2031
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	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	None. Not Applicable
Last Amendment Action	Not. 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
	148th Ave		NE Halsey Street		SE Powell Blvd
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No. No change sin location or limits as a result of this admin mod.					

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Low Income (LI) = Yes
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.</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



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ODOT Key: 23247 | MTIP ID: 71280

148th Ave Safety and Access to Transit: SE Powell to NE Halsey - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$161,514	\$18,486	\$0	\$180,000	<input type="checkbox"/>
	2025	STBG-URBAN	\$161,514	\$18,486	\$0	\$180,000	
Preliminary engineering	2027		\$1,402,031	\$160,469	\$0	\$1,562,500	<input type="checkbox"/>
	2027	STBG-URBAN	\$1,402,031	\$160,469	\$0	\$1,562,500	
Purchase right of way	2029		\$89,730	\$10,270	\$0	\$100,000	<input type="checkbox"/>
	2029	STBG-URBAN	\$89,730	\$10,270	\$0	\$100,000	
Other (explain)	2029		\$89,730	\$10,270	\$0	\$100,000	<input type="checkbox"/>
	2029	STBG-URBAN	\$89,730	\$10,270	\$0	\$100,000	
Construction	2029		\$5,357,330	\$613,170	\$0	\$5,970,500	<input type="checkbox"/>
	2029	STBG-URBAN	\$5,357,330	\$613,170	\$0	\$5,970,500	
Totals >>			\$7,100,335	\$812,665	\$0	\$7,913,000	



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

MTIP Admin Modification
CANCEL PHASE
 Cancel Planning phase and shift funds back to PE. Advance PE

Project #4

Project Name: 57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott

Project Details Summary							
ODOT Key #	23250	RFFA ID:	50448	RTP ID:	11845	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71281	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-02-DEC1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification cancels the Planning phase as the project will implement the PREASCOPE project accessing their PE phase funding early. The PE phase is advanced to FFY 2025. There is no scope or cost change that result.

Why Changes May Proceed Administratively:

The PREASCOPE process is a new test program allowing early access to PE funds to finish minor scoping actions to properly complete the Technical Scoping Sheet (TSS). A review of the project has determined the requested pre-scoping actions do not trigger the need for a Planning phase to complete formal project development activities. There is no scope, limits, or cost change that results. ROW, UR, and Construction phases will be advanced to their revised obligation once the PE phase is underway and the delivery schedule is updated. The actin is a technical correction that is allowable as an administrative action under the MTIP Amendment Matrix guidelines.

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

Short Description:

Complete ped/bike elements including sidewalk infills, reconstruct curbs, street channelization, add protected bike lanes & pedestrian crossings, construct transit islands, signal rebuild, & Shaver St repaving to provide increase safety and access

MTIP Detailed Description (Internal Metro use only):

Improve safety, access, and comfort for people moving along NE Cully Blvd. and NE 57th Ave. by filling in sidewalk gaps, widening existing sidewalks, rebuilding curb ramps to ADA standards, adding protected bike lanes, adding high visibility crossings with median islands, adding transit islands with bike bypass, rebuilding a deficient signal, and repaving a failing section of road.

STIP Description: Complete ped/bike elements including sidewalk infills, reconstruct curbs, street channelization, add protected bike lanes & pedestrian crossings, construct transit islands, signal rebuild, and Shaver St repaving to provide increase safety and access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation Complete Streets	Active Trans - Bike	Buffered Bike Lanes	Capital Improvement
	Active Trans- Pedestrian	Crossing Treatments	
	Active Trans - Transit	Capital - Passenger Facilities	
	Active Trans - Motor Vehicle	Lane Modification or Reconstruction	
ODOT Work Type:	BIKPED		

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	\$ 134,595						\$ -
STBG-U	Y230	2027		\$ 1,586,312					\$ -
STBG-U	Y230	2025		\$ 1,720,907					\$ 1,720,907
STBG-U	Y230	2029			\$ 139,979				\$ 139,979
STBG-U	Y230	2029				\$ 89,730			\$ 89,730
STBG-U	Y230	2029					\$ 5,692,585		\$ 5,692,585
Federal Totals:			\$ -	\$ 3,307,219	\$ 139,979	\$ 89,730	\$ 5,692,585	\$ -	\$ 7,643,201

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	\$ 15,405						\$ -
Local	Match	2027		\$ 181,561					\$ -
Local	Match	2025		\$ 196,966					\$ 196,966
Local	Match	2029			\$ 16,021				\$ 16,021
Local	Match	2029				\$ 10,270			\$ 10,270
Local	Match	2029					\$ 651,542		\$ 651,542
Local Totals:			\$ -	\$ 196,966	\$ 16,021	\$ 10,270	\$ 651,542	\$ -	\$ 874,799
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 150,000	\$ 1,767,873	\$ 156,000	\$ 100,000	\$ 6,344,127	\$ -	\$ 8,518,000
Amended Programming Totals			\$ -	\$ 1,917,873	\$ 156,000	\$ 100,000	\$ 6,344,127	\$ -	\$ 8,518,000
Total Estimated Project Cost									\$ 8,518,000
Total Cost in Year of Expenditure:									\$ 8,518,000
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:			\$ (150,000)	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	8.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:			\$ -	\$ 196,966	\$ 16,021	\$ 10,270	\$ 651,542	\$ -	\$ 874,799
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,720,907	\$ 139,979	\$ 89,730	\$ 5,692,585	\$ -	\$ 7,643,201
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 196,966	\$ -	\$ 10,270	\$ -	\$ -	\$ 207,236
Total	\$ -	\$ 1,917,873	\$ 139,979	\$ 100,000	\$ 5,692,585	\$ -	\$ 7,850,437

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.7%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Total	0.0%	100.00%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	20.20%	1.64%	1.05%	66.83%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.31%	0.19%	0.12%	7.65%	0.0%	10.27%
Total	0.0%	24.43%	1.78%	1.27%	72.51%	0.0%	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:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2031
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	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	None	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	None. Not Applicable
Last Amendment Action	Not. 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
	57th Ave/Cully Blvd		NE Klickitat Street		Prescott Street
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No. No change sin location or limits as a result of this admin mod.					

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Low Income (LI) = Yes in most areas
				X		X	
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.</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



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ODOT Key: 23250 | MTIP ID: 71281

57th Ave/Cully Blvd Ped/Bike Upgrades: Klickitat-Prescott - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$134,595	\$15,405		\$150,000	<input type="checkbox"/>
	2025	STBG-URBAN	\$134,595	\$15,405		\$150,000	
Preliminary engineering	2027		\$1,586,312	\$181,561		\$1,767,873	<input type="checkbox"/>
	2027	STBG-URBAN	\$1,586,312	\$181,561		\$1,767,873	
Purchase right of way	2029		\$139,979	\$16,021		\$156,000	<input type="checkbox"/>
	2029	STBG-URBAN	\$139,979	\$16,021		\$156,000	
Other (explain)	2029		\$89,730	\$10,270		\$100,000	<input type="checkbox"/>
	2029	STBG-URBAN	\$89,730	\$10,270		\$100,000	
Construction	2029		\$5,692,585	\$651,542		\$6,344,127	<input type="checkbox"/>
	2029	STBG-URBAN	\$5,692,585	\$651,542		\$6,344,127	
Totals >>			\$7,643,201	\$874,799	\$0	\$8,518,000	



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

MTIP Admin Modification
MINOR CHANGE
 Update federal funds in PE for recent obligation

Project #5

Project Name: SE Division St: 148th Ave - 174th Ave (Portland)

Project Details Summary							
ODOT Key #	21629	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71183	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-02-DEC1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification updates the PE phase for a recent obligation and completes a minor adjustment to the Construction phase as a result. There is no action to the STIP as the obligation adjustment has already occurred.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, the obligation update is considered a minor technical change to the project. There is virtually no change in project cost. No scope or location changes are occurring. As a result, the changes can occur administratively.

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

Short Description:

Convert existing two-way left turn lane to a raised median to improve safety on this section.

MTIP Detailed Description (Internal Metro use only):

Convert existing two-way left turn lane to a raised median to improve safety on this section.

STIP Description: Convert existing two-way left turn lane to a raised median to improve safety on this section.

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	System Management, ITS, and Operations
ODOT Work Type:	Safety		
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									
HSIP	YS70	2024		\$ 444,843					\$ -
HSIP	YS70	2024		\$ 434,174					\$ 434,174
HSIP	ZS30	2024					\$ 1,948,044		\$ -
HSIP	ZS30	2024					\$ 1,949,044		\$ 1,949,044
									\$ -
Federal Totals:			\$ -	\$ 879,017	\$ -	\$ -	\$ 1,948,044	\$ -	\$ 2,383,218

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	2024		\$ 37,532					\$ -
Local	Match	2024		\$ 48,242					\$ 48,242
Local	Match	2024					\$ 164,428		\$ 164,428
									\$ -
Local Totals:			\$ -	\$ 48,242	\$ -	\$ -	\$ 164,428	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 482,375	\$ -	\$ -	\$ 2,112,472	\$ -	\$ 2,594,847
Amended Programming Totals	\$ -	\$ 482,416	\$ -	\$ -	\$ 2,113,472	\$ -	\$ 2,595,888
Total Estimated Project Cost							\$ 2,595,888
Total Cost in Year of Expenditure:							\$ 2,595,888
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:	\$ -	\$ 41	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,041
Phase Change Percent:	0.0%	0.01%	0.0%	0.0%	0.05%	0.0%	0.04%
Amended Phase Matching Funds:	\$ -	\$ 48,242	\$ -	\$ -	\$ 164,428	\$ -	\$ 212,670
Amended Phase Matching Percent:	N/A	10.0%	N/A	N/A	7.78%	N/A	8.19%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 434,174	\$ -	\$ -	\$ 1,948,044	\$ -	\$ 2,382,218
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 48,242	\$ -	\$ -	\$ 164,428	\$ -	\$ 212,670
Total	\$ -	\$ 482,416	\$ -	\$ -	\$ 2,112,472	\$ -	\$ 2,594,888
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	90.0%	0.0%	0.0%	92.22%	0.0%	91.80%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.0%	0.0%	0.0%	7.78%	0.0%	8.2%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	16.73%	0.0%	0.0%	75.07%	0.00%	91.80%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.9%	0.0%	0.0%	6.3%	0.0%	8.2%
Total	0.0%	18.59%	0.0%	0.0%	81.41%	0.00%	100.0%

PE obligated at 90% federal. Cons is programmed at 92.22% federal

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 482,416					Aid ID
Federal Funds Obligated:		\$ 434,174					5900(335)
EA Number:		PE003535					FHWA or FTA
Initial Obligation Date:		10/23/2023					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-22-AUG1
Last Amendment Action	PHASE SLIP: Slip PE phase to 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
	SE Division		148th Ave		174th Ave

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	
Notes							

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

**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.
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ODOT Key: 21629 | MTIP ID: 71183

SE Division St: 148th Ave - 174th Ave (Portland) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2024		\$444,883	\$37,532	\$0	\$482,415	<input type="checkbox"/>
	2019	HSIP (92.22)	\$444,883	\$37,532	\$0	\$482,415	
Construction	2024		\$1,949,044	\$164,428	\$0	\$2,113,472	<input type="checkbox"/>
	2019	HSIP (92.22)	\$1,949,044	\$164,428	\$0	\$2,113,472	
Totals >>			\$2,393,927	\$201,960	\$0	\$2,595,887	