



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: December 20, 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 #2
 AM24-03-DEC2 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 #2 Admin Mod is under amendment number AM24-03-DEC2 and contains 4 projects.

Key	Lead Agency	Name	Change
22131	Clackamas County	Courtney Ave Complete Street: River Rd – OR99E	<u>COST INCREASE:</u> Shift CMAQ among phases to boost PE, and add local overmatch to ROW plus Construction phases to address total project cost increase.
23239	Metro	Carbon Reduction Program (Bucket) Reserve	<u>SPLIT PROJECT:</u> Split \$1.8 million of Carbon funds (plus match) and create a separate CRP program revenue bucket supporting Metro’s Climate Smart Implementation Program
New Split TBD	Metro	Climate Smart Implementation Program Reserve	<u>NEW SPLIT PROJECT:</u> 1.8 million is being split from Key 23239 to create Metro’s Climate Smart Implementation Program funding reserve.
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	<u>COST INCREASE:</u> Add funds to PE and Construction phase to address the protective fencing requirement for the project.

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 #2 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
COST INCREASE
 Shift CMAQ among phases and
 add overmatch.

Project #1

Project Name: Courtney Ave Complete Street: River Rd – OR99E

Project Details Summary							
ODOT Key #	22131	RFFA ID:	50384	RTP ID:	11525	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71097	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-03-DEC2		STIP Amendment ID:		24-27-0545	

Summary of Amendment Changes Occurring:
 The administrative modification shifts the authorized CMAQ funds among the phases and adds local overmatch to the project . The total project cost increases by 16.5% from \$5,661,420 to \$6,596,915, or by \$581,428. UR estimated costs are lower allowing some CMAQ to be shifted back to PE. Both ROW and Construction phases add overmatch to address phase costs. PE, ROW, and Construction added costs result from increases in appraisal costs, just compensation for acquisitions, consultant charges and construction material costs. No scope change results from the cost increase.

Why Changes May Proceed Administratively:
 Per the Amendment Matrix, cost increases for projects with a total project cost in excess of \$5 million that are under 20% can occur administratively assuming no major scope changes are also involved.

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

Short Description:
 On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management, rain gardens, ADA improvements, and crosswalk enhancements.

MTIP Detailed Description (Internal Metro use only):

The complete streets project will improve safety and accessibility by providing separated sidewalks; 8-foot wide buffered bike lanes; intermittent rain gardens for storm water management; ADA compliant intersection curb ramps and crosswalk enhancements at two intersections, among other improvements. Further, the sidewalk and bikeway improvement proposed in the project will provide a direct east-west connection to the Trolley Trail. (2022-24 RFFA Step 2 Award)

STIP Description:

On Courtney Ave from River Rd to OR99E, construct separated sidewalks, bike lanes, storm water management rain gardens, curb ramps, and crosswalk enhancements to improve safety and accessibility.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Buffered Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalks Reconstruction	
	Active Trans - Other	Crossing Treatments	
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									
CMAQ	Z40E	2022		\$ 921,814					\$ -
CMAQ	Z40E	2022		\$ 1,007,058					\$ 1,007,058
CMAQ	Z400	2024			\$ 608,818				\$ 608,818
CMAQ	Z400	2024				\$ 89,730			\$ -
CMAQ	Z400	2024				\$ 4,486			\$ 4,486
CMAQ	Y400	2026					\$ 3,459,630		\$ 3,459,630
									\$ -
Federal Totals:			\$ -	\$ 1,007,058	\$ 608,818	\$ 4,486	\$ 3,459,630	\$ -	\$ 5,079,992

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	2022		\$ 105,506					
Local	Match	2022		\$ 115,262					\$ 115,262
Local	Match	2024			\$ 69,682				\$ 69,682
Other	OTH0	2024			\$ 418,195				\$ 418,195
Local	Match	2024				\$ 10,270			\$ -
Local	Match	2024				\$ 514			\$ 514
Local	Match	2026					\$ 395,970		\$ 395,970
Other	OTH0	2026					\$ 517,300		\$ 517,300
									\$ -
Local Totals:			\$ -	\$ 115,262	\$ 487,877	\$ 514	\$ 913,270	\$ -	\$ 1,516,923
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,027,320	\$ 678,500	\$ 100,000	\$ 3,855,600	\$ -	\$ 5,661,420
Amended Programming Totals			\$ -	\$ 1,122,320	\$ 1,096,695	\$ 5,000	\$ 4,372,900	\$ -	\$ 6,596,915
Total Estimated Project Cost									\$ 6,596,915
Total Cost in Year of Expenditure:									\$ 6,596,915
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:		\$ -	\$ 95,000	\$ 418,195	\$ (95,000)	\$ 517,300	\$ -	\$ 935,495	
Phase Change Percent:		0.0%	9.2%	61.6%	0.0%	13.4%	0.0%	16.5%	
Amended Phase Matching Funds:		\$ -	\$ 115,262	\$ 69,682	\$ 514	\$ 395,970	\$ -	\$ 581,428	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	10.28%	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	\$ -	\$ 1,007,058	\$ 608,818	\$ 4,486	\$ 3,459,630	\$ -	\$ 5,079,992
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 115,262	\$ 487,877	\$ 514	\$ 913,270	\$ -	\$ 1,516,923
Total	\$ -	\$ 1,122,320	\$ 1,096,695	\$ 5,000	\$ 4,372,900	\$ -	\$ 6,596,915

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	55.5%	89.7%	79.12%	0.0%	77.01%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	44.5%	10.28%	20.9%	0.0%	23.0%
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%	15.27%	9.2%	0.07%	52.44%	0.0%	77.01%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	7.4%	0.01%	13.8%	0.0%	23.0%
Total	0.0%	17.01%	16.6%	0.08%	66.29%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 921,814					Aid ID
Federal Funds Obligated:		\$ 1,122,320					C005(118)
EA Number:		PE003404					FHWA or FTA
Initial Obligation Date:		5/19/2022					FHWA
EA End Date:		5/31/2029					FMIS or TRAMS
Known Expenditures:		\$ 889,022					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	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SE Courtney Ave		SE River Rd		OR99E (SE McLoughlin Blvd)	

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		X		X	North of SE Courtney Ave in project limits: People of Color (POC) = No Limited English (LEP) = No
Notes	Equity Focus Area applies from SE Courtney Ave and north of project limits.						

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	General local funds committed by the lead agency above the required minimum match to the federal funds to cover phase costs. Also referred to as "overmatch" funds.

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 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	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

Key Number: **22131** 2024-2027 STIP

Project Name: **Courtney Ave Complete Street: River Rd - QR99F** /DRAFT AMENDMENT DP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z40E	Congestion mitigation FAST ext	100.00%	1,122,320.00	89.73%	1,007,057.74	0.00%	0.00	10.27%	115,262.26
	PE Totals			100.00%	1,122,320.00		1,007,057.74		0.00	115,262.26
RW	OTH0	OTHER THAN STATE OR	38.13%	418,195.00	0.00%	0.00	0.00%	0.00	100.00%	418,195.00
	Z400	CONGESTION MITIGATION FAST	61.87%	678,500.00	89.73%	608,818.05	0.00%	0.00	10.27%	69,681.95
	RW Totals			100.00%	1,096,695.00		608,818.05		0.00	487,876.95
UR	Z400	CONGESTION MITIGATION FAST	100.00%	5,000.00	89.73%	4,486.50	0.00%	0.00	10.27%	513.50
	UR Totals			100.00%	5,000.00		4,486.50		0.00	513.50
CN	OTH0	OTHER THAN STATE OR	11.83%	517,300.00	0.00%	0.00	0.00%	0.00	100.00%	517,300.00
	Y400	CMAQ congestion mitigation air quality IIA	88.17%	3,855,600.00	89.73%	3,459,629.88	0.00%	0.00	10.27%	395,970.12
	CN Totals			100.00%	4,372,900.00		3,459,629.88		0.00	913,270.12
Grand Totals					6,596,915.00		5,079,992.17		0.00	1,516,922.83



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

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

Project #2

Project Name: Carbon Reduction Program ~~(Bucket)~~ Reserve

Project Details Summary							
ODOT Key #	23239	RFFA ID:	50440	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71331	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-03-DEC2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification splits a total of \$1,800,000 of STBG-U and match from Key 23239 to create the specialized project grouping bucket for later approved Climate Smart Implementation Program projects. The \$1.8 million originates from the Metro approved Carbon Reduction Program (CRP) project grouping bucket in Key 23239 which contains a total of \$18,839,213 dollars. The Metro approved CRP allocated the \$18.8 million among five different projects. The Climate Smart Implementation Program allocation with a total of \$1.8 million federal is one of the five approved allocations. Rather than draw down the main CRP project grouping bucket with a host of approved sub program area projects, the Climate Smart Implementation Program project grouping bucket will allow a clearer picture of later approved subprojects source their funding from the Climate Smart Implementation program.

Why Changes May Proceed Administratively:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

Created by the Bipartisan Infrastructure Law, a new funding program created to focus on transportation activities which reduces the emissions of carbon and greenhouse gases from transportation sources. Federal rules and guidance outlines state and metropolitan planning organization requirements for allocating and spending dollars, in addition to defining overarching eligible activities for funds. The Metro allocation of funding for the Carbon Reduction Program is still to be determined but will be guided by the region's Climate Smart Strategy.

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2027						\$ 18,839,213	\$ -
Carbon	Y601	2027						\$ 17,039,213	\$ 17,039,213
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,039,213	\$ 17,039,213

Note: HSIP in PE and Construction is 100% federal

State Funds

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027						\$ 2,156,232	\$ -
Local	Match	2027						\$ 1,950,214	\$ 1,950,214
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,995,445	\$ 20,995,445
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,989,427	\$ 18,989,427
Total Estimated Project Cost							\$ 18,989,427
Total Cost in Year of Expenditure:							\$ 18,989,427

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,006,018)	\$ (2,006,018)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-9.6%	-9.6%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,950,214	\$ 1,950,214
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,839,213	\$ 18,839,213
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,950,214	\$ 1,950,214
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,789,427	\$ 20,789,427

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

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal Aid ID
Total Funds Obligated							
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	9/30/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
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	2027	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	None	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

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

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

Performance Measurements Monitoring

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

Fund Codes References

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

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

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

Council meeting

Agenda

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

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

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

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

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



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

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

Project #3

Project Name: Climate Smart Implementation Program Reserve

Project Details Summary							
ODOT Key #	New TBD	RFFA ID:	50440	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	New - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-03-DEC2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The administrative modification creates a Climate Smart Implementation Program funding reserve bucket totaling of \$1,800,000 of STBG-U and match. The funds originate from Key 23239 to create the specialized project grouping bucket for later approved Climate Smart Implementation Program projects. The \$1.8 million originates from the Metro approved Carbon Reduction Program (CRP) in Key 23239 which contains a total of \$18,839,213 dollars. The Climate Smart Implementation Program allocation with a total of \$1.8 million federal is one of the five approved allocations. Rather than draw down the main CRP project grouping bucket with a host of approved sub program area projects, the Climate Smart Implementation Program project grouping bucket will allow a clearer picture of later approved subprojects source their funding from the Climate Smart Implementation program.

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description: TBD

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2025						\$ 1,800,000	\$ 1,800,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000

Note: HSIP in PE and Construction is 100% federal

State Funds

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

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

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal Aid ID
Total Funds Obligated							
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	9/30/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
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	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	None	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

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

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

Performance Measurements Monitoring

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

Fund Codes References

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

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

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

Council meeting

Agenda

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

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

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

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

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



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

MTIP Admin Modification
COST INCREASE
 Add funds to PE and Construction phases

Project #4

Project Name: NE Halsey Street Bike/Ped/Transit Improvements

Project Details Summary							
ODOT Key #	20813	RFFA ID:	50291	RTP ID:	11559 10320	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70880	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-03-DEC2		STIP Amendment ID:		24-27-0591	

Summary of Amendment Changes Occurring:

The administrative modification makes a technical correction to the RTP ID and adds funds to the PE and Construction phases. The added costs are due to the need to include protective fencing and will be a joint effort between PBOT and ODOT. Preliminary Engineering (PE) costs of \$11,495 and Construction (CN) costs of \$400,623 increase as a result. Funding for the increase will be provided by State Bridge Program funds as approved by the Program Manager and State Bridge Funds Comptroller. There is no scope change as a result of the funding increase. The cost change to the project adds a total of \$412,118 to the project.

Why Changes May Proceed Administratively:

The cost increase of \$412,118 equals a net change of 4.7%. Per the Metro Amendment Matrix, cost increases for projects with a total project cost that exceeds \$5 million may occur administratively if the change is less than 20%.

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

Short Description:

Signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, bikeway from 65th to 92nd, path from the 82nd Ave. MAX station (2019-21 RFFA, 2022 HIP Exchange, & 2023 CAA CDS, OR210)

MTIP Detailed Description (Internal Metro use only):

This project would focus on the 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 68th and 92nd, a bikeway on Halsey from 80th to 92nd (connecting to funded bikeway on Halsey west of 80th and 70s Neighborhood Greenway), and a multi-use path connection from the 82nd Ave MAX station to the future I-205 Undercrossing and Gateway Green. (2019-21 RFFA, 2022 HIP Exchange, & 2023 CAA CDS, OR210)

STIP Description:

Signal and bus stop improvements, intersection redesigns, and high-priority crossings on NE Halsey between 65th and 92nd. Install a bikeway on Halsey from 65th to 92nd, and a multi-use path connection from 82nd Ave to improve access

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Shared Lanes	Capital Improvement
	Active Trans - Pedestrian	Crossing Treatments	
	Active Trans - Motor Vehicle	System Management and Operations	
	Active Trans - Transit	Capital Passenger Facilities	
ODOT Work Type:	BIKPED, 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									
STBG-U	M23E	2019		\$ 839,055					\$ 839,055
TA-U	Y301	2019		\$ 93,724					\$ 93,724
State TA	Y300	2019		\$ 381,276					\$ 381,276
STBG-U	Z230	2022			\$ 147,320				\$ 147,320
HIP	Z005	2022			\$ 200,000				\$ -
STBG-U	Z23E	2022			\$ 200,000				\$ 200,000
TA-U	Z3E1	2022				\$ 44,865			\$ 44,865
STBG-U	Y230	2024					\$ 1,071,762		\$ 1,071,762
TA-U	Y301	2024					\$ 250,598		\$ 250,598
HIP	Z005	2024					\$ 225,000		\$ 225,000
HIPCD23	Y926	2024					\$ 1,000,000		\$ 1,000,000
Federal Totals:			\$ -	\$ 1,314,055	\$ 347,320	\$ 44,865	\$ 2,547,360	\$ -	\$ 4,253,600

Note: The project received \$200k of HIP Exchange funds for PE. These funds were obligated as STBG-U funds. They count towards the HIP Exchange targets, but not the regular annual targets.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2019		\$ 11,495					\$ 11,495
HB2017	S070	2024					\$ 400,623		\$ 400,623
									\$ -
State Totals:			\$ -	\$ 11,495	\$ -	\$ -	\$ 400,623	\$ -	\$ 412,118
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (M23E)	Match	2019		\$ 96,034					\$ 96,034
Local (Y301)	Match	2019		\$ 10,727					\$ 10,727
Local (Y300)	Match	2019		\$ 43,639					\$ 43,639
Other	OTH0	2019		\$ 405,545					\$ 405,545
Local (Z230)	Match	2022			\$ 16,861				\$ 16,861
Local (Z23E)	Match	2022			\$ 22,891				\$ 22,891
Other	OTH0	2022			\$ 167,740				\$ 167,740
Local (Z3E1)	Match	2022				\$ 5,135			\$ 5,135
Other	OTH0	2022				\$ 50,000			\$ 50,000
Local (Y230)	Match	2024					\$ 122,668		\$ 122,668
Local (Y301)	Match	2024					\$ 28,682		\$ 28,682
Local (Z005)	Match	2024					\$ 25,752		\$ 25,752
Local (Y926)	Match	2024					\$ 114,454		\$ 114,454
Other	OTH0	2024					\$ 3,459,557		\$ 3,459,557
									\$ -
Local Totals:			\$ -	\$ 555,945	\$ 207,492	\$ 55,135	\$ 3,751,113	\$ -	\$ 4,569,685
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,870,000	\$ 554,812	\$ 100,000	\$ 6,298,473	\$ -	\$ 8,823,285
Amended Programming Totals			\$ -	\$ 1,881,495	\$ 554,812	\$ 100,000	\$ 6,699,096	\$ -	\$ 9,235,403
Total Estimated Project Cost									\$ 9,235,403
Total Cost in Year of Expenditure:									\$ 9,235,403

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 11,495	\$ -	\$ -	\$ 400,623	\$ -	\$ 412,118
Phase Change Percent:	0.0%	0.6%	0.0%	0.0%	6.4%	0.0%	4.7%
Amended Phase Matching Funds:	\$ -	\$ 150,400	\$ 39,752	\$ 5,135	\$ 291,556	\$ -	\$ 486,843
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	\$ -	\$ 1,314,055	\$ 347,320	\$ 44,865	\$ 2,547,360	\$ -	\$ 4,253,600
State	\$ -	\$ 11,495	\$ -	\$ -	\$ 400,623	\$ -	\$ 412,118
Local	\$ -	\$ 555,945	\$ 207,492	\$ 55,135	\$ 3,751,113	\$ -	\$ 4,569,685
Total	\$ -	\$ 1,881,495	\$ 554,812	\$ 100,000	\$ 6,699,096	\$ -	\$ 9,235,403

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	69.84%	62.60%	44.87%	38.03%	0.0%	46.06%
State	0.0%	0.61%	0.0%	0.0%	5.98%	0.0%	4.5%
Local	0.0%	29.55%	37.40%	55.1%	55.99%	0.0%	49.5%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.00%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.23%	3.76%	0.5%	27.58%	0.0%	46.06%
State	0.0%	0.1%	0.0%	0.0%	4.34%	0.0%	4.46%
Local	0.0%	6.0%	2.2%	0.6%	40.6%	0.0%	49.5%
Total	0.0%	20.37%	2.25%	0.60%	40.62%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,881,495	\$ 554,812	\$ 100,000			Aid ID
Federal Funds Obligated:		\$ 1,314,055	\$ 347,320	\$ 44,865			5900(305)
EA Number:		PE003112	R9709000	U0000197			FHWA or FTA
Initial Obligation Date:		5/21/2019	1/7/2022	7/21/2022			FHWA
EA End Date:		6/30/2024	6/30/2024	8/31/2024			FMIS or TRAMS
Known Expenditures:		N/A	N/A	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	2019	Years Active	6	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	9	Last Amendment	Administrative	Date of Last Amendment	May 2023	Last MTIP Amend Num	AM23-17-MAY4
Last Amendment Action	COST INCREASE: Add new FFY 2023 CDS project award of \$1 million plus 10.27% match to the construction phase and update prior obligated phases. Cost change results in a 14.46% increase to the project						

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	
	NE Halsey Street		68th Ave		92nd Ave	
Note: Primary site location is at the 82nd Ave Max Station at NE Halsey Street and 82nd 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
Notes							

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HB2017	Oregon state funds authorized from HB2017. Committed to various improvements. 100% state funds.
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and
HIPCDS23	Federal Congressional Directed Spending (CDS) award from Congress (earmark) awarded during fyfi 2023. Minimum match requirement is 10.27% against a maximum federal share of 89,73%
Other	Local added funds committed to the project above and beyond the minimum match requirement. Also referred to as "overmatch" 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
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects
TA-S	TA funds that remain under ODOT's allocation and management.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	M23E	STP-URBANIZED>200K MAP-21 EXT	49.70%	935,089.00	89.73%	839,055.36	0.00%	0.00	10.27%	96,033.64

PE	OTH0	OTHER THAN STATE OR	21.55%	405,545.00	0.00%	0.00	0.00%	0.00	100.00%	405,545.00
	S070	HB2017 Funding Package	0.62%	11,495.00	0.00%	0.00	100.00%	11,495.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	Y300	TAP transportation alternatives program flex IJJA	22.58%	424,914.37	89.73%	381,275.66	0.00%	0.00	10.27%	43,638.71
	Y301	TAP-Urban over 200,000 population IJJA	5.55%	104,451.63	89.73%	93,724.45	0.00%	0.00	10.27%	10,727.18
	PE Totals			100.00%	1,881,495.00		1,314,055.47		11,495.00	
RW	OTH0	OTHER THAN STATE OR	30.23%	167,740.00	0.00%	0.00	0.00%	0.00	100.00%	167,740.00
	Z230	STP >200K	29.59%	164,181.00	89.73%	147,319.61	0.00%	0.00	10.27%	16,861.39
	Z23E	STBG-Urbanized >200k FAST ext	40.18%	222,891.00	89.73%	200,000.09	0.00%	0.00	10.27%	22,890.91
	RW Totals			100.00%	554,812.00		347,319.70		0.00	
UR	OTH0	OTHER THAN STATE OR	50.00%	50,000.00	0.00%	0.00	0.00%	0.00	100.00%	50,000.00
	Z3E1	Transportation Alternatives >200k FAST ext	50.00%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	UR Totals			100.00%	100,000.00		44,865.00		0.00	
CN	OTH0	OTHER THAN STATE OR	51.64%	3,459,557.00	0.00%	0.00	0.00%	0.00	100.00%	3,459,557.00
	S070	HB2017 Funding Package	5.98%	400,623.00	0.00%	0.00	100.00%	400,623.00	0.00%	0.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	17.83%	1,194,430.00	89.73%	1,071,762.04	0.00%	0.00	10.27%	122,667.96
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00
	Y301	TAP-Urban over 200,000 population IJJA	4.17%	279,280.00	89.73%	250,597.94	0.00%	0.00	10.27%	28,682.06
CN	Y926	HIP - community project congressionally directed	16.64%	1,114,454.47	89.73%	1,000,000.00	0.00%	0.00	10.27%	114,454.47
	Z005	Highway Infrastructure > 200,000 population	3.74%	250,752.00	89.73%	224,999.77	0.00%	0.00	10.27%	25,752.23
	CN Totals			100.00%	6,699,096.47		2,547,359.75		400,623.00	
OT	Z230	STP >200K	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals			0.00%	0.00		0.00		0.00	
Grand Totals					9,235,403.47		4,253,599.92		412,118.00	4,569,685.55