



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 28, 2024

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

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

Subject: FFY 2024 Administrative Modification – January 2024 Admin Mod #1  
AM24-04-JAN1 Approval Request

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval. The January #1 Admin Mod is under amendment number AM24-04-JAN1 and contains 6 projects.

Key	Lead Agency	Name	Change
18832	Portland	Willamette Greenway Trail: Columbia Blvd Bridge	<b>PHASE SLIP:</b> The administrative modification adjusts the PE and UR phase programming amounts and slips the UR phase to FFY 2025 with the construction phase being slipped to FFY 2026
23554	Portland	<del>Burgard Bridge Resiliency and Multimodal Enhancements Project</del> <b>Burgard Bridge Resiliency and Multimodal</b>	<b>ADD PHASE:</b> Add small UR phase (\$50k) by shifting a funds from PE. Update the project name. No scope or cost change is occurring.
23463	TriMet	TriMet Transit Center EV Chargers	<b>ADD PHASE:</b> The administrative modification adds a small ROW phase to the project which is locally funded with \$15,000.
22184	TriMet	Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310	<b>ADD FUNDS:</b> The administrative modification adjusts the 5310 program funding based on a review of the UZA formula estimates
22182	TriMet	TriMet Rail Preventive Maintenance (2024)	<b>ADD FUNDS:</b> The administrative modification adjusts the 5337 program funding based on a review of the UZA formula estimates
22165	TriMet	TriMet Preventive Maintenance (2024) Support	<b>ADVANCE PROJECT:</b> The administrative modification advances the Other phase and funding from FFY 2025 to FFY 2024. TriMet will move forward and request the STBG flex transfer to occur before the end of FFY 2024.

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](mailto:ken.lobeck@oregonmetro.gov). Thank you for your time to review the January #1 FFY 2024 Administrative Modification.

*Kenneth F Lobeck*

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



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

MTIP Admin Modification  
**PHASE SLIP**  
 Update PE phase cost and slip UR  
 to 2025 and Cons to 2026.

**Project #1**

**Project Name:** Willamette Greenway Trail: Columbia Blvd Bridge

Project Details Summary							
ODOT Key #	18832	RFFA ID:	N/A	RTP ID:	11640	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70774	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification adjusts the PE and UR phase programming amounts and slips the UR phase to FFY 2025 with the construction phase being slipped to FFY 2026. The mod also updates the MTIP internal detailed description for the project. There is no scope change occurring.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, phase slips within constrained years may occur as an administrative action.

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

**Short Description:**

Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

**MTIP Detailed Description (Internal Metro use only):**

None currently. Add the following:

**In north Portland , construct a new bicycle/pedestrian bridge (estimated to be 12 wide with 2' shoulders) over North Columbia Blvd at Chimney Park as part of the gap closure segment to the overall completion of the Willamette Greenway Trail from Kelly Point Park to Cathedral Park.**

**STIP Description:**

Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Trail/Multi-Use Path	New Trail/Path (Gap closure segment)	Capital Improvement
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
<b>Federal Funds</b>									
STBG-U	M23E	2016		\$ 191,235					\$ 191,235
TA-U	M3E1	2016		\$ 275,361					\$ 275,361
TA-S	Y301	2016		\$ 866,102					\$ 866,102
State STBG	Y240	2024				<del>-\$ 265,706</del>			\$ -
State STBG	Y240	2025				\$ 247,813			\$ 247,813
<b>Federal Totals:</b>			\$ -	\$ 1,332,698	\$ -	\$ 247,813	\$ -	\$ -	\$ 1,580,511
Note: HSIP in PE and Construction is 100% federal									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (STBG)	Match	2016		\$ 21,888					\$ 21,888
Local (TA-U)	Match	2016		\$ 31,516					\$ 31,516
Local (TA-S)	Match	2016		\$ 99,129					\$ 99,129
<del>Other</del>	<del>Other</del>	<del>2016</del>		<del>\$ 938,129</del>					
<b>Other</b>	<b>OTH0</b>	<b>2016</b>		<b>\$ 994,642</b>					<b>\$ 994,642</b>
<del>Local (st-STBG)</del>	<del>Match</del>	<del>2024</del>				<del>\$ 30,411</del>			\$ -
<b>Local (st-STBG)</b>	<b>Match</b>	<b>2025</b>				<b>\$ 28,364</b>			<b>\$ 28,364</b>
<del>Other</del>	<del>OTH0</del>	<del>2024</del>				<del>\$ 9,208</del>			\$ -
<b>Other</b>	<b>OTH0</b>	<b>2025</b>				<b>\$ 29,148</b>			<b>\$ 29,148</b>
<del>Other</del>	<del>OTH0</del>	<del>2025</del>					<del>\$ 5,872,256</del>		\$ -
<b>Other</b>	<b>OTH0</b>	<b>2026</b>					<b>\$ 5,872,256</b>		<b>\$ 5,872,256</b>
<b>Local Totals:</b>			<b>\$ -</b>	<b>\$ 1,147,175</b>	<b>\$ -</b>	<b>\$ 57,512</b>	<b>\$ 5,872,256</b>	<b>\$ -</b>	<b>\$ 7,076,944</b>
<b>Phase Totals</b>									
			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	<del>\$ 2,423,360</del>	\$ -	\$ 305,325	\$ 5,872,256	\$ -	<del>\$ 8,600,941</del>
Amended Programming Totals			\$ -	<b>\$ 2,479,873</b>	\$ -	\$ 305,325	\$ 5,872,256	\$ -	<b>\$ 8,657,455</b>
Total Estimated Project Cost									\$ 8,657,455
Total Cost in Year of Expenditure:									\$ 8,657,455
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:			\$ -	\$ 56,513	\$ -	\$ 0	\$ -	\$ -	\$ 56,513
Phase Change Percent:			0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.7%
Amended Phase Matching Funds:			\$ -	\$ 152,533	\$ -	\$ 28,364	\$ -	\$ -	\$ 180,898
Amended Phase Matching Percent:			N/A	10.27%	N/A	10.27%	N/A	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,332,698	\$ -	\$ 247,813	\$ -	\$ -	\$ 1,580,511
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,147,175	\$ -	\$ 57,512	\$ 5,872,256	\$ -	\$ 7,076,944
Total	\$ -	\$ 2,479,873	\$ -	\$ 305,325	\$ 5,872,256	\$ -	\$ 8,657,455

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	53.74%	0.0%	81.16%	0.0%	0.00%	18.26%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	46.26%	0.0%	18.84%	100.0%	0.0%	81.7%
Total	0.0%	100.00%	0.0%	100.0%	100.00%	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%	15.39%	0.0%	2.9%	0.00%	0.00%	18.26%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	13.3%	0.0%	0.7%	67.8%	0.0%	81.7%
Total	0.0%	28.64%	0.0%	3.5%	67.83%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,479,873					Aid ID
Federal Funds Obligated:		\$ 1,332,698					0000(255)
EA Number:		PE002725					FHWA or FTA
Initial Obligation Date:		9/15/2016					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		\$ 544,191					FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2015	Years Active	<b>10</b>	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	<b>7</b>	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-25-AUG4
Last Amendment Action	COST ONCREASE: Add \$938k of local overmatch to the PE phase to address a PE phase funding shortfall						

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 Columbia Blvd		South of Burgard Rd at Chimney Park		Near City Dump Rd	

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

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes People of Color (POC) = Yes Limited English (LEP) = No Low Income (LI) = Yes
	X			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
Other	Additional Local funds committed by the lead agency above the minimum match requirement to the federal funds to cover the estimated phase costs. 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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>



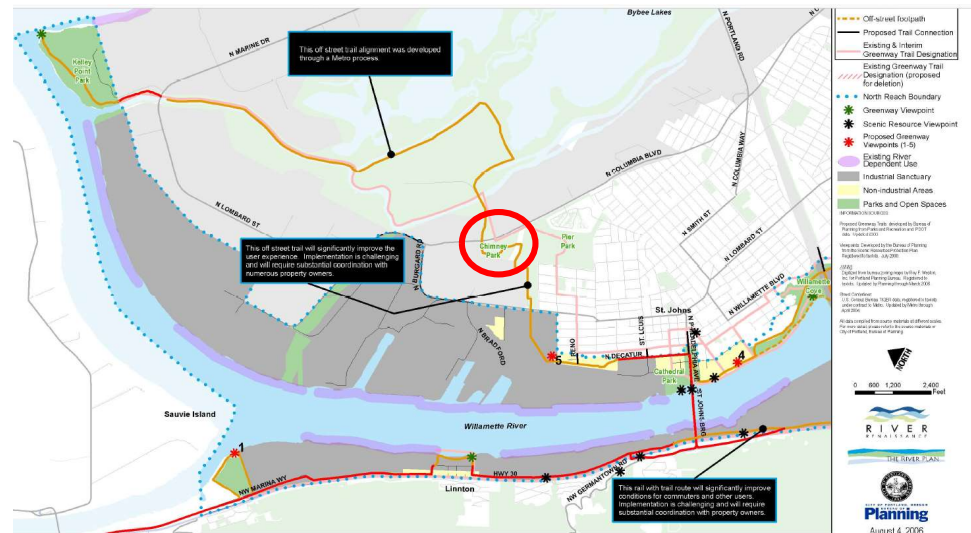
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or 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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
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"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
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: **18832**

2024-2027 STIP

Project Name: **Willamette Greenway Trail: Columbia Blvd Bridge (DRAFT AMENDMENT**

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	8.59%	213,122.26	89.73%	191,234.60	0.00%	0.00	10.27%	21,887.66
	M3E1	TAP >200K MAP-21 EXT	12.37%	306,877.74	89.73%	275,361.40	0.00%	0.00	10.27%	31,516.34
	OTH0	OTHER THAN STATE OR	40.12%	994,642.00	0.00%	0.00	0.00%	0.00	100.00%	994,642.00
	Y301	TAP-Urban over 200,000 population IJJA	38.92%	965,231.00	89.73%	866,101.77	0.00%	0.00	10.27%	99,129.23
	<b>PE Totals</b>			<b>100.00%</b>	<b>2,479,873.00</b>		<b>1,332,697.77</b>		<b>0.00</b>	
RW	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	<b>0.00</b>
UR	OTH0	OTHER THAN STATE OR	9.55%	29,148.44	0.00%	0.00	0.00%	0.00	100.00%	29,148.44
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	90.45%	276,176.56	89.73%	247,813.23	0.00%	0.00	10.27%	28,363.33
	<b>UR Totals</b>			<b>100.00%</b>	<b>305,325.00</b>		<b>247,813.23</b>		<b>0.00</b>	
CN	OTH0	OTHER THAN STATE OR	100.00%	5,872,256.00	0.00%	0.00	0.00%	0.00	100.00%	5,872,256.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>5,872,256.00</b>		<b>0.00</b>		<b>0.00</b>	<b>5,872,256.00</b>
<b>Grand Totals</b>					<b>8,657,454.00</b>		<b>1,580,511.00</b>		<b>0.00</b>	<b>7,076,943.00</b>





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

MTIP Admin Modification  
**ADD PHASE**  
 Add small UR phase, adjust PE phase and project name

**Project #2**

**Project Name:** ~~Burgard Bridge Resiliency and Multimodal Enhancements Project~~  
**Burgard Bridge Resiliency and Multimodal**

Project Details Summary							
ODOT Key #	23554	RFFA ID:	N/A	RTP ID:	11797	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	25B01	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification adds a small UR phase, by adjusts the PE phase and shifting \$50k to UR. The project name.is updated as well There is no scope change occurring. The total project cost remains unchanged.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, adding a new phase other than construction can occur as an administrative action assuming the changes do not impact scope or cost.

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

**Short Description:**

Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements

**MTIP Detailed Description (Internal Metro use only):**

In North Portland on N. Lombard Street at the Burgard Bridge(NBI 25B01) over the UPRR (between N. Terminal Rd and N Roberts St), replace/reconstruct existing bridge and culvert, and include bicycle/pedestrian upgrades for added pedestrian safety and more efficient freight movements

**STIP Description:**

Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Bridge	Reconstruction/Preservation	Capital Improvement
	Roadway Bicycle	Buffered Lanes	
	Roadway - Pedestrian	Sidewalk - New	
ODOT Work Type:	BRIDGE		

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
<b>Federal Funds</b>									
HIPBIP22	Z913	2023		<del>\$ 5,517,192</del>					\$ -
HIPBIP22	Z913	2024		\$ 5,477,192					\$ 5,477,192
HIPBIP22	Z913	2024			\$ 55,725				\$ 55,725
HIPBIP22	Z913	2024				\$ 40,000			\$ 40,000
HIPBIP22	Z913	2025					\$ 8,322,360		\$ 8,322,360
<b>Federal Totals:</b>			\$ -	\$ 5,477,192	\$ 55,725	\$ 40,000	\$ 8,322,360	\$ -	\$ 13,895,277
Note: HSIP in PE and Construction is 100% federal									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2023</del>		<del>\$ 1,379,298</del>					\$ -
Local	Match	2024		\$ 1,369,298					\$ 1,369,298
Local	Match	2024			\$ 13,931				\$ 13,931
Local	Match	2024				\$ 10,000			\$ 10,000
Local	Match	2025					\$ 2,080,590		\$ 2,080,590
Local Totals:			\$ -	\$ 1,369,298	\$ 13,931	\$ 10,000	\$ 2,080,590	\$ -	\$ 3,473,819
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ 6,896,490</del>	\$ 69,656	<del>\$ -</del>	\$ 10,402,950	\$ -	\$ 17,369,096
Amended Programming Totals			\$ -	\$ 6,846,490	\$ 69,656	\$ 50,000	\$ 10,402,950	\$ -	\$ 17,369,096
Total Estimated Project Cost									\$ 17,369,096
Total Cost in Year of Expenditure:									\$ 17,369,096
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:		\$ -	\$ (50,000)	\$ -	\$ 50,000	\$ -	\$ -	\$ -	
Phase Change Percent:		0.0%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
Amended Phase Matching Funds:		\$ -	\$ 1,369,298	\$ 13,931	\$ 10,000	\$ 2,080,590	\$ -	\$ 3,473,819	
Amended Phase Matching Percent:		N/A	20.0%	20.0%	20.00%	20.0%	N/A	20.00%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ 5,477,192	\$ 55,725	\$ 40,000	\$ 8,322,360	\$ -	\$ 13,895,277		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ -	\$ 1,369,298	\$ 13,931	\$ 10,000	\$ 2,080,590	\$ -	\$ 3,473,819		
Total	\$ -	\$ 6,846,490	\$ 69,656	\$ 50,000	\$ 10,402,950	\$ -	\$ 17,369,096		

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.00%	0.0%	80.0%	80.00%	0.00%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.0%	0.0%	20.0%	20.0%	0.0%	20.0%
Total	0.0%	100.00%	0.0%	100.0%	100.00%	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%	31.53%	0.3%	0.2%	47.91%	0.00%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	7.9%	0.1%	0.1%	12.0%	0.0%	20.0%
Total	0.0%	39.42%	0.4%	0.3%	59.89%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 5,517,192					Aid ID
Federal Funds Obligated:		\$ 5,517,192					S100(069)
EA Number:		PE003342					FHWA or FTA
Initial Obligation Date:		11/11/2021					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	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	June 2021	Last MTIP Amend Num	JN21-11-JUN
Last Amendment Action	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street		
	N. Lombard Street	S/O North Terminal Rd	N/O North Roberts Rd			

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

Performance Measurements Monitoring							
<b>Metro RTP Performance Measurements</b>	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				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
HIPBIP22	Federal funds originating from FHWA's Bridge Investment Program FFY 2023 discretionary funding call. The Bridge Investment Program (BIP) provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges

**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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>



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

**Key Number:**

**23554**

**2024-2027 STIP**

**Project Name:**

**Burgard Bridge Resiliency and Multimodal**

**(DRAFT AMENDMENT**

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	6,846,490.00	80.00%	5,477,192.00	0.00%	0.00	20.00%	1,369,298.00	
	<b>PE Totals</b>		<b>100.00%</b>	<b>6,846,490.00</b>		<b>5,477,192.00</b>		<b>0.00</b>		<b>1,369,298.00</b>	
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	69,656.25	80.00%	55,725.00	0.00%	0.00	20.00%	13,931.25	
	<b>RW Totals</b>		<b>100.00%</b>	<b>69,656.25</b>		<b>55,725.00</b>		<b>0.00</b>		<b>13,931.25</b>	
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	80.00%	40,000.00	0.00%	0.00	20.00%	10,000.00	
	<b>UR Totals</b>		<b>100.00%</b>	<b>50,000.00</b>		<b>40,000.00</b>		<b>0.00</b>		<b>10,000.00</b>	
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	10,402,950.00	80.00%	8,322,360.00	0.00%	0.00	20.00%	2,080,590.00	
	<b>CN Totals</b>		<b>100.00%</b>	<b>10,402,950.00</b>		<b>8,322,360.00</b>		<b>0.00</b>		<b>2,080,590.00</b>	
<b>Grand Totals</b>						<b>17,369,096.25</b>		<b>13,895,277.00</b>		<b>0.00</b>	<b>3,473,819.25</b>



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

MTIP Admin Modification  
**ADD PHASE**  
 Add a small ROW phase to the project.

**Project #3**

**Project Name:** TriMet Transit Center EV Chargers

Project Details Summary							
ODOT Key #	23463	RFFA ID:	N/A	RTP ID:	12081	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71395	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The administrative modification adds a small ROW phase to the project which is locally funded with \$15,000. TriMet overlooked the need for the ROW phase when the project was first programmed.

**Why Changes May Proceed Administratively:**  
 Per the Amendment Matrix, adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase may occur as an administrative action assuming no major scope change occurs and the funding change does not exceed the administrative threshold.

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	DEQ/ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	Yes

**Short Description:**  
 Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

**MTIP Detailed Description (Internal Metro use only):**  
 Procure and install twelve - DC level 3 charging equipment at TriMet’s Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet’s deployment of zero emission battery electric buses (BEBs) for the provision of public transit service. (DEQ CMAQ award, EMRED - VOC: 0.8439, NOX: 25.9111, CO: 5.9796, PM10: 0.1408, PM2.5: 0.1324)

**STIP Description:**  
 Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center for electric vehicles (EV).

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Transit	Transit Operations		Capital Improvement
ODOT Work Type:	TRANST		

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
<b>Federal Funds</b>									
CMAQ-DEQ	Y400	2024	\$ 110,319						\$ 110,319
CMAQ-DEQ	Y400	2024		\$ 220,640					\$ 220,640
<del>CMAQ-DEQ</del>	<del>Y400</del>	<del>2024</del>					<del>\$ 2,509,041</del>		\$ -
<b>CMAQ-DEQ</b>	<b>Y400</b>	<b>2024</b>					<b>\$ 2,500,263</b>		<b>\$ 2,500,263</b>
<b>Federal Totals:</b>			<b>\$ 110,319</b>	<b>\$ 220,640</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,263</b>	<b>\$ -</b>	<b>\$ 2,831,222</b>

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 12,626.50						\$ 12,627
Other	OTH0	2024	\$ 65,581						\$ 65,581
Local	Match	2024		\$ 25,253					\$ 25,253
Other	OTH0	2024		\$ 131,162					\$ 131,162
<b>Other</b>	<b>OTH0</b>	<b>2024</b>			<b>\$ 15,000</b>				<b>\$ 15,000</b>
<del>Local</del>	<del>Match</del>	<del>2024</del>					<del>\$ 287,171</del>		\$ -
<b>Local</b>	<b>Match</b>	<b>2024</b>					<b>\$ 286,166</b>		<b>\$ 286,166</b>
<del>Other</del>	<del>OTH0</del>	<del>2024</del>					<del>\$ 993,206</del>		\$ -
<b>Other</b>	<b>OTH0</b>	<b>2024</b>					<b>\$ 987,989</b>		<b>\$ 987,989</b>
<b>Local Totals:</b>			<b>\$ 78,208</b>	<b>\$ 156,415</b>	<b>\$ 15,000</b>	<b>\$ -</b>	<b>\$ 1,280,377</b>	<b>\$ -</b>	<b>\$ 1,523,778</b>

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ 188,527	\$ 377,055	\$ -	\$ -	<del>\$ 3,789,418</del>	\$ -	\$ 4,355,000
Amended Programming Totals	\$ 188,527	\$ 377,055	\$ 15,000	\$ -	\$ 3,774,418	\$ -	\$ 4,355,000
Total Estimated Project Cost							\$ 4,355,000
Total Cost in Year of Expenditure:							\$ 4,355,000
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:	\$ -	\$ -	\$ 15,000	\$ -	\$ (15,000)	\$ -	\$ 0
Phase Change Percent:	0.0%	0.0%	100.0%	0.0%	-0.4%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 12,627	\$ 25,253	\$ -	\$ -	\$ 286,166	\$ -	\$ 324,046
Amended Phase Matching Percent:	10.27%	10.27%	0.0%	N/A	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	\$ 110,319	\$ 220,640	\$ -	\$ -	\$ 2,500,263	\$ -	\$ 2,831,222
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 78,208	\$ 156,415	\$ 15,000	\$ -	\$ 1,274,155	\$ -	\$ 1,523,778
Total	\$ 188,527	\$ 377,055	\$ 15,000	\$ -	\$ 3,774,418	\$ -	\$ 4,355,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	58.5%	58.52%	0.0%	0.0%	66.24%	0.0%	65.01%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	41.5%	41.5%	100.0%	0.0%	33.76%	0.0%	34.99%
Total	100.0%	100.00%	100.0%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	2.53%	5.07%	0.0%	0.0%	57.41%	0.0%	65.01%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	1.80%	3.59%	0.34%	0.0%	29.40%	0.0%	34.99%
Total	4.33%	8.66%	0.34%	0.00%	86.81%	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:	Not Applicable	Not Applicable	Not Applicable		Not Applicable		FHWA or FTA
Initial Obligation Date:	TrAMS	TrAMS	TrAMS		TrAMS		FTA
EA End Date:	Not Applicable	Not Applicable	Not Applicable		Not Applicable		FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:						Estimated Project Completion Date:	12/31/2027
Are federal funds being flex transferred to FTA?		<b>Yes</b>		If yes, expected FTA conversion code:		<b>5307</b>	
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	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

**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 99th Ave		SE 99th Ave		SE Powell 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	Equity Notes People of Color =Yes Limited English Proficiency = Yes Low Income = Yes
	X	X		X	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
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.
CMAQ-DEQ	Federal CMAQ funds allocated to the Oregon Department of Environmental Quality(DEQ) from ODOT that support eligible air quality improvement projects. This CMAQ is under DEQ's management and is not part of Metro allocation.
Other	General local funds committed by the lead agency above the required minimum match to the federal funds. Other funds are also referred to as "overmatch" funding.

**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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
<b>Adding or Canceling Phases</b>	<b>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.</b>
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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>

Adjusting for Prior Obligation Amounts	Adjusting programming 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

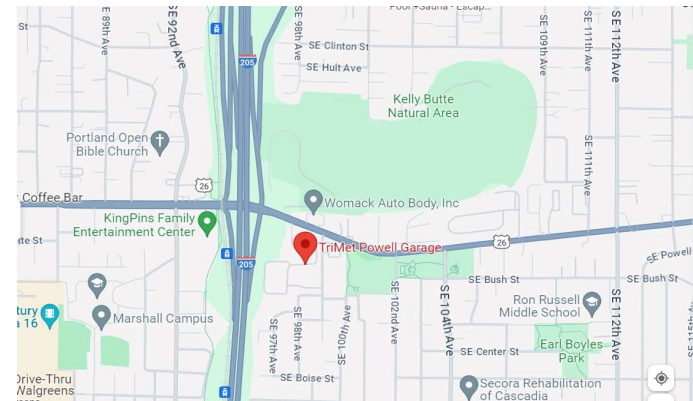
[home](#) [admin](#) [RTP](#) [RFFA](#) [MTIP](#) [FUND](#)

[details](#) [costs](#) [programming](#) [map](#) [amendments](#) [obligations](#) [earmarks](#) [comments](#)

ODOT Key: 23463 | MTIP ID: 71395  
TriMet Transit Center EV Chargers - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2024		\$110,319	\$12,627	\$65,581	\$188,527	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$110,319	\$12,627	\$65,581	\$188,527	
Preliminary engineering	2024		\$220,640	\$25,253	\$131,162	\$377,055	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$220,640	\$25,253	\$131,162	\$377,055	
Construction	2024		\$2,509,041	\$287,171	\$993,206	\$3,789,418	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$2,509,041	\$287,171	\$993,206	\$3,789,418	
<b>Totals &gt;&gt;</b>			<b>\$2,840,000</b>	<b>\$325,051</b>	<b>\$1,189,949</b>	<b>\$4,355,000</b>	



**STIP Budget Change table: IMPORTANT!!** Last column and bottom totals calculate automatically. If you enter a number in the desired total column for any phase, you must include the current STIP total for that phase in order for the math to work. [CLEAR TABLE](#)

AUTH'D	EXPENDED	PHASE	C-FFY	D-FFY	CURRENT STIP TOTAL	DESIRED TOTAL	NEED (+) / SURPLUS (-)
		PLANNING	2024		\$ 188,527	\$ 188,527	\$ 0
		PE	2024		\$ 377,055	\$ 377,055	\$ 0
		ROW		2024	\$ 0	\$ 15,000	\$ 15,000
		UTILITIES					\$ 0
		CONST	2024		\$ 3,774,418	\$ 3,774,418	\$ 0
		OTHER					\$ 0
<b>\$ 0</b>	<b>\$ 0</b>	<b>TOTALS</b>			<b>\$ 4,340,000</b>	<b>\$ 4,355,000</b>	<b>\$ 15,000</b>





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

MTIP Admin Modification  
**ADD FUNDS**  
 Revise funding based on adjusted  
 UZA estimates.

**Project #4**

**Project Name:** Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310

Project Details Summary							
ODOT Key #	22184	RFFA ID:	N/A	RTP ID:	11334	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71213	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The administrative modification adjusts the 5310 program funding based on a review of the UZA formula estimates. MTIP and STIP programming will be based on the approved UZA estimates which may be slightly higher than the final approved UZA apportionment for the TrAMS grant application.

**Why Changes May Proceed Administratively:**  
 Per the Amendment Matrix, cost changes for transit projects that are less than 30% may occur as an administrative modification.

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

**Short Description:**  
 Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area

**MTIP Detailed Description (Internal Metro use only):**  
 Section 5310 funding supports elderly and persons with disability services (capital and operating expenses). Funds mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area. Funds will be passed through to Ride Connection and used for TriMet’s LIFT Paratransit services.

**STIP Description:**

Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland urbanized area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Operations		System Management, ITS , and Operations
ODOT Work Type:	TRANST		
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
<b>Federal Funds</b>									
5310 (80/20)	5310	2024						\$ 2,024,086	\$ 2,024,086
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,024,086	\$ 2,024,086

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
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (80/20)	Match	2024						\$ 506,022	\$ 520,330
<b>Other</b>	<b>OTH0</b>	<b>2024</b>						<del>\$ 212,824</del>	\$ -
<b>Other</b>	<b>OTH0</b>	<b>2024</b>						\$ 401,084	\$ 401,084
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 907,106	\$ 921,414

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,742,932</del>	<del>\$ 2,742,932</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,931,192	\$ 2,931,192
Total Estimated Project Cost							\$ 2,931,192
Total Cost in Year of Expenditure:							\$ 2,931,192
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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 188,260	\$ 188,260
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	6.86%	6.9%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,022	\$ 506,022
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.0%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,024,086	\$ 2,024,086
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 907,106	\$ 907,106
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,931,192	\$ 2,931,192
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	69.05%	69.05%
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%	30.95%	30.95%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	69.05%	69.05%
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%	30.95%	30.95%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not Available	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	2	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	September 2023	Last MTIP Amend Num	AM23-27-SEP2
Last Amendment Action	PHASE SLIP: Slip Other phase and 5310 funds to FFY 2024. Update funding based on final allocation to TriMet						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		X	X	X	Equity - General yes Congestion & Mobility =General yes Climate = General yes

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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> <li>- Cost increases for Transit projects. The administrative threshold is 30%.</li> </ul>
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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
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"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
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

<b>22184</b>	Supports mobility management activities purchase of services operating and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	<b>2024</b>	5310	<del>\$ 2,024,086</del>	\$ 2,024,086	\$ 907,106	\$ -	\$ 2,931,192
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Metro  
 2024-27 Metropolitan Transportation Improvement Program (MTIP)  
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification  
**ADD FUNDS**  
 Revise funding based on adjusted  
 UZA estimates.

**Project #5**

**Project Name:** TriMet Rail Preventive Maintenance (2024)

Project Details Summary							
ODOT Key #	22182	RFFA ID:	N/A	RTP ID:	11335	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71211	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The administrative modification adjusts the 5337 program funding based on a review of the UZA formula estimates. MTIP and STIP programming will be based on the approved UZA estimates which may be slightly higher than the final approved UZA apportionment for the TrAMS grant application.

**Why Changes May Proceed Administratively:**  
 Per the Amendment Matrix, cost changes for transit projects that are less than 30% may occur as an administrative modification.

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

**Short Description:**  
 Supports needed rail system maintenance and/or repairs to cars, cabs and ongoing track system maintenance for continued rider safety in FFY 2024

**MTIP Detailed Description (Internal Metro use only):**  
 The program supports needed rail maintenance repairs to cars, cabs and track system maintenance such as completing inspections, wheel-truing, truck repair, plus long-term and short-term repair stations, paint shop needs, body shop and metal fabrication needs, wash-bay cleaning, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, etc. (5337 FFY 2024 allocation via UZA apportionment)

**STIP Description:**  
 Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in federal fiscal year 2024.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Transit	Transit - Operations		System Management, ITS , and Operations
ODOT Work Type:	TRANST		

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
<b>Federal Funds</b>									
<del>5337 HIFG</del>	<del>5337</del>	<del>2024</del>						<del>\$ 40,525,935</del>	\$ -
5337 HIFG	5337	2024						\$ 41,814,448	\$ 41,814,448
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,814,448	\$ 41,814,448

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2024</del>						<del>\$ 10,131,484</del>	\$ -
Local	Match	2024						\$ 10,453,612	\$ 10,453,612
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,453,612	\$ 10,453,612

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 50,657,419</del>	<del>\$ 50,657,419</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,268,060	\$ 52,268,060
Total Estimated Project Cost							\$ 52,268,060
Total Cost in Year of Expenditure:							\$ 52,268,060



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,610,641	\$ 1,610,641
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	3.18%	3.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,453,612	\$ 10,453,612
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.0%	20.00%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,814,448	\$ 41,814,448
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,453,612	\$ 10,453,612
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,268,060	\$ 52,268,060

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%	80.00%
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%	20.00%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%	80.00%
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%	20.00%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not Available	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		X	X	X	Equity - General yes Congestion & Mobility =General yes Climate = General yes

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5337 HIFG	Federal FTA section 5337 High Intensity Fixed Guideway funds that support financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans.

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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> <li>- Cost increases for Transit projects. The administrative threshold is 30%.</li> </ul>
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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting programming or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
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

Project Details				Programming History		Programming Changes					
22182	71211	TriMet	TriMet Rail Preventive Maintenance (2024)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2024	2024 (Other)	5337 HIFG	<del>\$ 40,525,935</del>	\$ 41,814,448	\$ 10,453,612	\$ -	\$ 52,268,060



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

MTIP Admin Modification  
**ADVANCE PROJECT**  
 Advance Other phase from FFY  
 2025 to FFY 2024.

**Project #6**

**Project Name:** TriMet Preventive Maintenance (2024) Support

Project Details Summary							
ODOT Key #	22165	RFFA ID:	50394	RTP ID:	10855	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71104	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-04-JAN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification advances the Other phase and funding from FFY 2025 to FFY 2024. TriMet will move forward and request the STBG flex transfer to occur before the end of FFY 2024.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, advancing a project year within the constrained years is authorized as an administrative action assuming no significant cost or scope changes are also occurring.

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

**Short Description:**

The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2024 Preventative Maintenance program. (2022-24 RFFA TOD Allocation)

**MTIP Detailed Description (Internal Metro use only):**

TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs.

**STIP Description:**

Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. This project will be flexed to FTA under the 5307 program.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Transit	Transit Maintenance and Preservation		Maintenance and Preservation
ODOT Work Type:	TRANST		

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
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>						<del>\$ 3,708,384</del>	\$ -
STBG-U	Y230	2024						\$ 3,708,384	\$ 3,708,384
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,708,384	\$ 3,708,384

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
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 424,441</del>	
Local	Match	2024						\$ 424,441	\$ 424,441
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 424,441	\$ 424,441

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Total Estimated Project Cost							\$ 4,132,825
Total Cost in Year of Expenditure:							\$ 4,132,825

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 424,441
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.0%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,708,384	\$ 3,708,384
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 424,441	\$ 424,441
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825

### 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%	100.00%	100.00%

### Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not Available	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:					FHWA or FTA		
Initial Obligation Date:					FTA		
EA End Date:					FMIS or TRAMS		
Known Expenditures:					TrAMS		
Completion Date Notes:						Estimated Project Completion Date:	12/31/2025
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	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	June 2021	Last MTIP Amend Num	JN21-11-JUN
Last Amendment Action	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						



Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		X	X	X	Equity - General yes Congestion & Mobility =General yes Climate = General yes

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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
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"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-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</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting programming or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
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

[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
[costs](#)
[programming](#)
[map](#)
[amendments](#)
[obligations](#)
[earmarks](#)
[comments](#)
[rffa](#)

**ODOT Key: 22165 | MTIP ID: 71104**  
 TriMet Preventive Maintenance (2024) Support - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$3,708,384	\$424,441	\$0	\$4,132,825	<input type="checkbox"/>
	2024	STBG-URBAN	\$3,708,384	\$424,441	\$0	\$4,132,825	
<b>Totals &gt;&gt;</b>			<b>\$3,708,384</b>	<b>\$424,441</b>	<b>\$0</b>	<b>\$4,132,825</b>	