

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 6, 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 – February 2024 Admin Mod #2
AM24-06-FEB2 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 February #2 Admin Mod is under amendment number AM24-06-FEB2 and contains 8 projects.

Key	Lead Agency	Name	Change
23245	Gresham	162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey	ADVANCE PHASE: Advance PE from FFY 2025 to FFY 2024 and ROW from FFY 2026 to FFY 2026. Also identified to be advanced on the RYG Slip Lir in AM24-05-FEB1
22155	Metro	Next Corridor Planning (FFY 2023)	TECHNICAL CORRECTION – FUNDING ADJUSTMENT Decrease authorized STBG-U amount by \$373,692 based on final correction to balance 5303 adjustment to the SFY 2024 UPWP Master Agreement in Key 23211
21128	ODOT	US30: Watson Rd - Hoge Ave	FUND SHIFT: Shift construction fund to PE to address PE phase shortfall. No backfill required
23110	ODOT	Portland Metropolitan Area Ped & Bike Construction Reserve	TECHNICAL CORRECTION: Shift all funds to Key 23391 in Region 6.
23179	TriMet	TriMet Rail Preventive Maintenance (2025)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
23180	TriMet	TriMet Rail Preventive Maintenance (2026)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
23181	TriMet	TriMet Rail Preventive Maintenance (2027)	ADD FUNDS: Revise funding based on adjusted UZA estimates.
19357	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	TECHNICAL CORRECTION: Correct missing prior approved funding and adjust phases

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 February #2 FFY 2024 Administrative Modification.

Kenneth F Lobeck

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



Metro

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

MTIP Admin Modification

ADVANCE PHASES

Advance the PE phase to 2024 and
ROW to 2026

Project #1**Project Name:****162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey****Project Details Summary**

ODOT Key #	23245	RFFA ID:	50446	RTP ID:	10447	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71278	CDS ID:	N/A	Bridge #:		FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification advances the PE phase from FFY 2025 to FFY 2024 and advances the ROW phase from FFY 2027 to FFY 2026. There are no scope or funding changes that result. The update project schedule indicates the IGA will be completed and allow PE to obligate before the end of FFY 2024.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, slipping or advancing phases within the MTIP's constrained years may occur as an administrative modification.

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

Short Description:

Complete street safety elements including arterial rehabilitation, ADA ramps, and crossings, pedestrian sidewalk and buffered bike lane construction to 162nd Ave from NE Glisan St north to NE Halsey St for increased pedestrian and bicyclist safety

MTIP Detailed Description (Internal Metro use only):

Remove barriers to walking and bicycling by constructing sidewalk with planter separation on both sides of 162nd Ave, buffered bike lanes, enhanced transit stops, enhanced pedestrian crossings through an RRFB and ADA-compliant curb ramps, wayfinding signage, and street lighting

STIP Description:

Complete street safety elements including arterial rehabilitation, ADA ramps, and crossings, pedestrian sidewalk and buffered bike lane construction to 162nd Ave from NE Glisan St north to NE Halsey St for increased pedestrian and bicyclist safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Ped	Sidewalk - Reconstruction	Capital Improvement
	Active Trans - Bike	Buffered Lanes	
	Active Trans - Transit	Capital - Passenger Facilities	
	Active Trans - Motor Vehicle	Lane Modification or Reconfiguration	
ODOT Work Type:	BIKPED		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	—	\$ 216,333					\$ -
STBG-U	Y230	2024		\$ 216,333					\$ 216,333
STBG-U	Y230	2027			\$ 214,555				\$ -
STBG-U	Y230	2026			\$ 214,555				\$ 214,555
STBG-U	Y230	2028				\$ 24,227			\$ 24,227
STB-U	Y230	2029					\$ 7,120,767		\$ 7,120,767
Federal Totals:			\$ -	\$ 216,333	\$ 214,555	\$ 24,227	\$ 7,120,767	\$ -	\$ 7,575,882
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		\$ 24,760					\$ -
Local	Match	2024		\$ 24,760					\$ 24,760
Local	Match	2027			\$ 24,557				\$ -
Local	Match	2026			\$ 24,557				\$ 24,557
Local	Match	2028				\$ 2,773			\$ 2,773
Local	Match	2029					\$ 815,004		\$ 815,004
Local Totals:			\$ -	\$ 24,760	\$ 24,557	\$ 2,773	\$ 815,004	\$ -	\$ 867,094
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 241,093	\$ 239,112	\$ 27,000	\$ 7,935,771	\$ -	\$ 8,442,976
Amended Programming Totals			\$ -	\$ 241,093	\$ 239,112	\$ 27,000	\$ 7,935,771	\$ -	\$ 8,442,976
Total Estimated Project Cost									\$ 8,442,976
Total Cost in Year of Expenditure:									\$ 8,442,976
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:			\$ -	\$ 24,760	\$ 24,557	\$ 2,773	\$ 815,004	\$ -	\$ 867,094
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	0.0%	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 216,333	\$ 214,555	\$ 24,227	\$ 7,120,767	\$ -	\$ 7,575,882
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 24,760	\$ 24,557	\$ 2,773	\$ 815,004	\$ -	\$ 867,094
Total			\$ -	\$ 241,093	\$ 239,112	\$ 27,000	\$ 7,935,771	\$ -	\$ 8,442,976

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	10.27%	10.3%	0.0%	10.27%
Total	0.0%	100.00%	100.0%	100.0%	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	0.0%	2.56%	2.54%	0.3%	84.34%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.29%	0.29%	0.0%	9.65%	0.0%	10.27%
Total	0.0%	2.86%	2.8%	0.3%	93.99%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:				Estimated Project Completion Date:			12/31/2031

Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:	N/A
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Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
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 162nd Ave	Cross Street NE Halsey Street	Cross Street NE Glisan Street	

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 Proficiency (LEP): Yes Low Income (LI): Yes
				X		X	
Notes							

Fund Codes References

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

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

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

ODOT Key: 23245 | MTIP ID: 71278

162nd Ave Ped/Bike Upgrades: NE Glisan to NE Halsey - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2025		\$216,333	\$24,760		\$241,093	<input type="checkbox"/>
	2025	STBG-URBAN	\$216,333	\$24,760		\$241,093	
Purchase right of way	2027		\$214,555	\$24,557		\$239,112	<input type="checkbox"/>
	2027	STBG-URBAN	\$214,555	\$24,557		\$239,112	
Other (explain)	2028		\$24,227	\$2,773		\$27,000	<input type="checkbox"/>
	2028	STBG-URBAN	\$24,227	\$2,773		\$27,000	
Construction	2029		\$7,120,767	\$815,004		\$7,935,771	<input type="checkbox"/>
	2029	STBG-URBAN	\$7,120,767	\$815,004		\$7,935,771	
Totals >>			\$7,575,882	\$867,094	\$0	\$8,442,976	



Metro

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

MTIP Admin Modification
TECHNICAL CORRECTION
Revise carry over amount based
on \$373k UPWP adjustment

Project #2**Project Name:****Next Corridor Planning (FFY 2023)****Project Details Summary**

ODOT Key #	22155	RFFA ID:	50403	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71112	CDS ID:	N/A	Bridge #:		FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification revises the authorized unobligated carry-over STBG funding for this PGB. At the end of FFY 2023, a UPWP financial adjustment was required to reduce the authorized 5303 funds which had been over obligated. As a result of the adjustment, Metro had to cove the lower authorized 5303 with STBG funds. The adjustment was completed in support of the SFY 2024 UPWP Master Agreement. However, the added STBG commitment to the SFY 2023 UPWP Master Agreement now requires a reduction to the applicable Next Corridor project grouping bucket. Key 22155 was selected to complete the adjustment. By doing this, there will not be a conflict in the UPWP budget authorization amount and the MTIP. If this adjustment does not occur, it will appear as if the Next Corridor program area has additional funds that really don't exist. The remaining STBG from this PGB is expected to be committed to the SFY 25 UPWP Master Agreement in Key 22312. The transfer is expected to occur during February once the SFY UPWP budget tables are developed. This admin mod will ensure the correct amount supporting the UPWP Next Corridor program area is correct.

Why Changes May Proceed Administratively:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)

STIP Description:

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 605,848						\$ -
STBG-U	Y230	2025	\$ 232,156						\$ 232,156
									\$ -
Federal Totals:			\$ 232,156	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,156

Note: The approved STBG is being reduced by \$373,692 for actions completed in the SFY 2024 UPWP.

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 69,342						\$ -
Local	Match	2025	\$ 26,571						\$ 26,571
									\$ -
Local Totals:			\$ 26,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,571
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 675,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,190
Amended Programming Totals			\$ 258,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,727
Total Estimated Project Cost									\$ 258,727
Total Cost in Year of Expenditure:									\$ 258,727
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:			\$ (416,463)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (416,463)
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-61.7%
Amended Phase Matching Funds:			\$ 26,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,571
Amended Phase Matching Percent:			10.27%	N/A	0.0%	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ 232,156	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 232,156
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ 26,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,571
Total			\$ 258,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,727

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

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:	N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.				

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

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References							
On State Highway	Yes/No	Route	MP Begin		MP End		Length
	No	Not Applicable	Not Applicable		Not Applicable		Not Applicable
Cross Streets	Route or Arterial		Cross Street			Cross Street	
	Not Applicable		Not Applicable			Not Applicable	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Not Applicable							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						
Notes	Key 22155 is a UPWP revenue project grouping bucket that will support later specific planning projects to address the above RTP goals. These projects will be programmed separately.						

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

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

Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project



Metro

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ODOT Key: 22155 | MTIP ID: 71112

Next Corridor Planning (FFY 2023) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$605,848	\$69,342	\$0	\$675,190	<input type="checkbox"/>
	2023	STBG-URBAN	\$605,848	\$69,342	\$0	\$675,190	
Totals >>			\$605,848	\$69,342	\$0	\$675,190	



Metro

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

MTIP Admin Modification

FUND SHIFT

Shift \$227,923 of cons funds to PE
to support revised costs

Project #3**Project Name:****US30: Watson Rd - Hoge Ave****Project Details Summary**

ODOT Key #	21128	RFFA ID:	N/A	RTP ID:	12093	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71024	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		STIP Amendment ID:		24-27-0734	

Summary of Amendment Changes Occurring:

The administrative modification shifts \$227,923 from the construction phase to the PE phase to cover revised PE phase costs. The updated construction phase cost estimate indicates, the phase is slightly overprogrammed. The shift can occur without a construction phase back-fill. A copy of the construction phase cost estimate was submitted to verify no back-fill is required.

Why Changes May Proceed Administratively:

Per the Amendment Matrix fund shifts among a project's phases where no scope impacts are occurring may be accomplished administratively.

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

Short Description:

Replace or repair culverts in critical or poor condition along this corridor to prevent further damage and possible collapse and help provide additional roadway safety to motorists.

MTIP Detailed Description (Internal Metro use only):

On US30 between Hoge Ave in NW Portland to Watson Rd (outside of MPA) MP 7.80 to MP 18.37, repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse and help provide additional roadway safety to motorists (RTP ID 12093, Exempt = Yes 40 CFR 93.126, Table 2 Safety, Combines Key 21779 scope and funding)

STIP Description:

Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	CULVRT		
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									
REDIST	Z03E	2015		\$ 410,246					\$ 410,246
TIFIA/REDIST	M040	2015		\$ 175,871					\$ 175,871
NHPP	Y001	2024		\$ 204,515					\$ 204,515
NHPP	Y001	2024			\$ 62,811				\$ 62,811
NHPP	Z001	2024					\$ 957,240		\$ -
NHPP	Y001	2025					\$ 752,724		\$ 752,724
Federal Totals:			\$ -	\$ 790,632	\$ 62,811	\$ -	\$ 752,724	\$ -	\$ 1,606,167
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2015		\$ 46,954					\$ 46,954
State	Match	2015		\$ 20,129					\$ 20,129
State	Match	2024		\$ 23,408					\$ 23,408
State	Match	2024			\$ 7,189				\$ 7,189
State	Match	2024					\$ 109,560		\$ -
State	Match	2025					\$ 86,153		\$ 86,153
State Totals:			\$ -	\$ 90,491	\$ 7,189	\$ -	\$ 86,153	\$ -	\$ 183,833

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 653,200	\$ 70,000	\$ -	\$ 1,066,800	\$ -	\$ 1,790,000
Amended Programming Totals			\$ -	\$ 881,123	\$ 70,000	\$ -	\$ 838,877	\$ -	\$ 1,790,000
Total Estimated Project Cost									\$ 1,790,000
Total Cost in Year of Expenditure:									\$ 1,790,000
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:			\$ -	\$ 227,923	\$ -	\$ -	\$ (227,923)	\$ -	\$ -
Phase Change Percent:			0.0%	34.9%	0.0%	0.0%	-21.4%	0.0%	0.0%
Amended Phase Matching Funds:			\$ -	\$ 90,491	\$ 7,189	\$ -	\$ 86,153	\$ -	\$ 183,833
Amended Phase Matching Percent:			N/A	10.27%	10.27%	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			\$ -	\$ 790,632	\$ 62,811	\$ -	\$ 752,724	\$ -	\$ 1,606,167
State			\$ -	\$ 90,491	\$ 7,189	\$ -	\$ 86,153	\$ -	\$ 183,833
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 881,123	\$ 70,000	\$ -	\$ 838,877	\$ -	\$ 1,790,000
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	89.73%	0.0%	114.11%	0.0%	89.73%
State			0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total			0.0%	100.0%	100.0%	0.0%	124.38%	0.00%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	44.17%	3.5%	0.0%	42.05%	0.0%	89.73%
State	0.0%	5.06%	0.40%	0.0%	4.81%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	49.22%	3.9%	0.0%	46.86%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 881,123					Aid ID
Federal Funds Obligated:		\$ 790,632					S092(061)
EA Number:		PE002860					FHWA or FTA
Initial Obligation Date:		9/11/2017					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2017	Years Active	8	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated)	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip ROW phase federal NHPP amount of \$62,814 and match from FY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data - No

Project Location References							
On State Highway	Yes/No	Route	MP Begin	MP End	Length		
	Yes	US30	18.37	7.8	10.57		
Cross Streets	Route or Arterial		Cross Street		Cross Street		
	NW St Helens Rd (US-30)		Watson Rd		Hoge Ave		
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
						X	
Notes							

Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Redistribution	A special federal funding source (FHWA based).Every State DOT is required to meet annual obligation targets. If a State DOT does not meet its required obligation goals, FHWA may rescind a portion of the appropriated funds and redistribute them to other states that met their targets. Redistribution of certain authorized funds when programmed reflects a portion of the rescinded funds from other states to Oregon,

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

Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Project Name: US30: Watson Rd - Hoge Ave

(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	M040	FY15 REDISTRIBUTION OF FUNDS	22.24%	196,000.00	89.73%	175,870.80	10.27%	20,129.20	0.00%	0.00
	Y001	National Highway Perf IJJA	25.87%	227,923.00	89.73%	204,515.31	10.27%	23,407.69	0.00%	0.00
	Z03E	Redistribution certain auth FAST ext	51.89%	457,200.00	89.73%	410,245.56	10.27%	46,954.44	0.00%	0.00
	PE Totals		100.00%	881,123.00		790,631.67		90,491.33		0.00
RW	Y001	National Highway Perf IJJA	100.00%	70,000.00	89.73%	62,811.00	10.27%	7,189.00	0.00%	0.00
	RW Totals		100.00%	70,000.00		62,811.00		7,189.00		0.00
CN	Y001	National Highway Perf IJJA	100.00%	838,877.00	89.73%	752,724.33	10.27%	86,152.67	0.00%	0.00
	CN Totals		100.00%	838,877.00		752,724.33		86,152.67		0.00
Grand Totals				1,790,000.00		1,606,167.00		183,833.00		0.00

Oregon Department of Transportation

Cost Estimate Summary Report

Cost Estimate

Cost Estimate Name: K21128_DAP_EST_02

Date Items Last Updated: 11/13/2023

Description: K21128 DAP 2.0 Estimate

Estimated By: Sean Triana

Estimate Phase: Design Acceptance

Estimate Type: Merged

Cost Category Breakdown

Biddable Items:	\$318,911.73	Items the construction contractor bids on.
Construction Contingency:	\$11,161.92	Req'd per PD-08, 3.5% of biddable items.
Bid Item Inflation:	\$0.00	Use if applicable. Req'd = \$0 at PS&E.
Typical Section Profiles (TSP):	\$0.00	Currently not in use. Req'd = \$0 at PS&E.
Anticipated Items:	\$30,000.00	Approved construction items that are non-biddable.
Construction Engineering:	\$100,000.00	SRT
Design Contingency:	<u>\$51,624.85</u>	Contingency for remaining design work. Req'd = \$0 at PS&E
Total Estimated Construction (CN) Budget Needed:	\$511,698.50	Estimate used on PS&E Checklist
Non-Construction Costs:	<u>\$0.00</u>	
CN-Phase and Non-Construction Costs (if inc.):	\$511,698.50	

Costs Details

Construction Contingency:	3.50%	\$11,161.92	Applied to biddable items.
Design Contingency:	11.50%	\$51,624.85	Applied to biddables, Anticipated Items & Const. Engr.
Typical Section Profile Costs:	\$0.00		
		Name	Description
			Cost
Non Construction Costs:	\$0.00		
		Name	Description
			Cost



Metro

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

MTIP Admin Modification
TECHNICAL CORRECTION
Shift all funds to Key 23391 in
Region 6.

Project #4**Project Name:****Portland Metropolitan Area Ped & Bike Construction Reserve****Project Details Summary**

ODOT Key #	23110	RFFA ID:	NA	RTP ID:	11964	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71375	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		STIP Amendment ID:		24-27-0793	

Summary of Amendment Changes Occurring:

The administrative modification shifts the Region 1 funding to Key 23391 in Region 6. Key 23110 was a programming error. The funds were intended to remain in Region 6 and not in Region 1. As such, the fund shift reflects a lateral fund adjustment and not a project cancellation. There is no impact to the statewide fiscal constraint finding. The adjustment reflects a technical correction to the MTIP an STIP.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, the funding adjustment is a lateral movement and does not reflect a project cancellation. There is no change in the statewide fiscal constraint finding as a result.

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

Short Description:

Construction funding for pedestrian and bicycle strategic projects

MTIP Detailed Description (Internal Metro use only):

Construction funding for pedestrian and bicycle strategic projects

STIP Description:

Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Other		Other
ODOT Work Type:	BIKEPED		
Does the administrative modification change the project classification in the MTIP? Yes. The fund shift results in a zero-programming balance for Key 23310.			

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									
State-STBG	Y240	2027	—				\$ 5,638,633		\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Note: HSIP in PE and Construction is 100% federal									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
BIKEWAYS	S080	2027					\$ 645,367		\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 6,284,000	\$ -	\$ 6,284,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (6,284,000)	\$ -	\$ (6,284,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	#DIV/0!	0.0%	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	N/A						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References							
On State Highway	Yes/No	Route	MP Begin	MP End	Length		
	No	N/A	N/A	N/A	N/A		
Cross Streets	Route or Arterial		Cross Street	Cross Street			
	N/A		N/A	N/A			
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Not Applicable							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable						

Notes	
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Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
State BIKEWAYS	ODOT OTC approved State funds committed to ped/bicycle improvement type projects. Funds may be used for a variety of improvements that primarily benefit walking and biking safety and access. However ODOT's priority is to improve sidewalks, bike lanes and crossings that will complete our network and comply with Blueprint for Urban Design pedestrian crossing spacing guidelines.
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.

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

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

Name: Portland metropolitan area ped & bike construction reserve					Key: 23110	
Description: Construction funding for pedestrian and bicycle strategic projects. Projects will be selected based on the requirements of the funds.						
MPO: Portland Metro MPO				Work Type: BIKPED		Region: 1
Applicant: ODOT				Status: BUCKET OF FUNDS		
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	HOOD RIVER	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year					2027	
Total					\$6,284,000.00	
Fund 1				Y240	\$5,638,633.20	
Match						
Fund 2				S080	\$645,366.80	
Match						
Footnote: \$5,638,633.20 in federal funds						

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ODOT Key: 23110 | MTIP ID: 71375

Portland metropolitan area ped & bike construction reserve - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Construction	2027		\$5,638,633	\$645,367		\$6,284,000	<input type="checkbox"/>
	2021	STBG State (IIJA)	\$5,638,633	\$645,367		\$6,284,000	
Totals >>			\$5,638,633	\$645,367	\$0	\$6,284,000	

Name: Bike/Ped Construction Reserve FFY27					Key: 23391	
Description: Funding for Construction phases on bicycle and pedestrian projects in federal fiscal year 2027.						
MPO: Non-MPO				Work Type: BIKPED		Region: 6
Applicant: ODOT				Status: BUCKET OF FUNDS		
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				STATEWIDE	STATEWIDE	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year					2027	
Total					\$10,588,258.80	
Fund 1				Y240	\$9,500,844.62	
Match						
Fund 2				S080	\$1,087,414.18	
Match						
Footnote:						

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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 (2025)****Project Details Summary**

ODOT Key #	23179	RFFA ID:	N/A	RTP ID:	11335	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71324	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		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 2025

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 2025 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 2025.

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
Federal Funds									
5337 HIFG	5337	2025						\$ 41,741,713	\$ -
5337 HIFG	5337	2025						\$ 43,905,171	\$ 43,905,171
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,905,171	\$ 43,905,171
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						\$ 10,435,428	\$ -
Local	Match	2025						\$ 10,976,293	\$ 10,976,293
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,976,293	\$ 10,976,293
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,177,141	\$ 52,177,141
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,881,464	\$ 54,881,464
Total Estimated Project Cost									\$ 54,881,464
Total Cost in Year of Expenditure:									\$ 54,881,464

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,704,323	\$ 2,704,323
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	5.18%	5.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,976,293	\$ 10,976,293
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,905,171	\$ 43,905,171
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,976,293	\$ 10,976,293
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,881,464	\$ 54,881,464
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:			12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	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"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects. - Cost increases for Transit projects. The administrative threshold is 30%.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.

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

ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total
23179	71324	TriMet	TriMet Rail Preventive Maintenance (2025)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2025	2025 (Other)	5337 HIFG	\$ 41,741,713	\$ 43,905,171	\$ 10,976,293	\$ -	\$ 54,881,464
23180	71325	TriMet	TriMet Rail Preventive Maintenance (2026)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2026	2026 (Other)	5337 HIFG	\$ 42,993,964	\$ 46,100,429	\$ 11,525,107	\$ -	\$ 57,625,536
23181	71326	TriMet	TriMet Rail Preventive Maintenance (2027)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2027	2027 (Other)	5337 HIFG	\$ 44,283,783	\$ 48,405,451	\$ 12,101,363	\$ -	\$ 60,506,814



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 #6**Project Name:****TriMet Rail Preventive Maintenance (2026)****Project Details Summary**

ODOT Key #	23180	RFFA ID:	N/A	RTP ID:	11335	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71325	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		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 2026

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 2026 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 2026.

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
Federal Funds									
5337 HIFG	5337	2026						\$ 42,993,964	\$ -
5337 HIFG	5337	2026						\$ 46,100,429	\$ 46,100,429
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,100,429	\$ 46,100,429
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026						\$ 10,748,491	\$ -
Local	Match	2026						\$ 11,525,107	\$ 11,525,107
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525,107	\$ 11,525,107
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,742,455	\$ 53,742,455
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,625,536	\$ 57,625,536
Total Estimated Project Cost									\$ 57,625,536
Total Cost in Year of Expenditure:									\$ 57,625,536

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,883,081	\$ 3,883,081
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	7.23%	7.2%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525,107	\$ 11,525,107
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,100,429	\$ 46,100,429
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525,107	\$ 11,525,107
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,625,536	\$ 57,625,536
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:			12/31/2027
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	2026	Years Active	0	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"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects. - Cost increases for Transit projects. The administrative threshold is 30%.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.

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

ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total
23179	71324	TriMet	TriMet Rail Preventive Maintenance (2025)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2025	2025 (Other)	5337 HIFG	\$ 41,741,713	\$ 43,905,171	\$ 10,976,293	\$ -	\$ 54,881,464
23180	71325	TriMet	TriMet Rail Preventive Maintenance (2026)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2026	2026 (Other)	5337 HIFG	\$ 42,993,964	\$ 46,100,429	\$ 11,525,107	\$ -	\$ 57,625,536
23181	71326	TriMet	TriMet Rail Preventive Maintenance (2027)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2027	2027 (Other)	5337 HIFG	\$ 44,283,783	\$ 48,405,451	\$ 12,101,363	\$ -	\$ 60,506,814



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 #7**Project Name:****TriMet Rail Preventive Maintenance (2027)****Project Details Summary**

ODOT Key #	23181	RFFA ID:	N/A	RTP ID:	11335	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71326	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		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 2027

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 2027 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 2027.

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
Federal Funds									
5337 HIFG	5337	2027						\$ 44,283,783	\$ -
5337 HIFG	5337	2027						\$ 48,405,451	\$ 48,405,451
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,405,451	\$ 48,405,451
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						\$ 11,070,946	\$ -
Local	Match	2027						\$ 12,101,363	\$ 12,101,363
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,101,363	\$ 12,101,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,354,729	\$ 55,354,729
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,506,814	\$ 60,506,814
Total Estimated Project Cost									\$ 60,506,814
Total Cost in Year of Expenditure:									\$ 60,506,814

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,152,085	\$ 5,152,085
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	9.31%	9.3%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,101,363	\$ 12,101,363
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,405,451	\$ 48,405,451
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,101,363	\$ 12,101,363
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,506,814	\$ 60,506,814
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						<div>Not Available</div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> 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Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	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"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	Project Cost changes may occur administratively as follows: <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects. - Cost increases for Transit projects. The administrative threshold is 30%.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.

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

ODOT Key	MTIP ID Number	Lead Agency	Project Name	Project Short Description in MTIP	Current Programmed Year	Federal Fund Type	Current Federal Amount (Pre UZA adjustment)	Revised Federal Amount	Local Amount	Local Overmatch	Total
23179	71324	TriMet	TriMet Rail Preventive Maintenance (2025)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2025	2025 (Other)	5337 HIFG	\$ 41,741,713	\$ 43,905,171	\$ 10,976,293	\$ -	\$ 54,881,464
23180	71325	TriMet	TriMet Rail Preventive Maintenance (2026)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2026	2026 (Other)	5337 HIFG	\$ 42,993,964	\$ 46,100,429	\$ 11,525,107	\$ -	\$ 57,625,536
23181	71326	TriMet	TriMet Rail Preventive Maintenance (2027)	Supports needed rail system maintenance and/or repairs to cars cabs and ongoing track system maintenance for continued rider safety in FFY 2027	2027 (Other)	5337 HIFG	\$ 44,283,783	\$ 48,405,451	\$ 12,101,363	\$ -	\$ 60,506,814



Metro

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

MTIP Admin Modification
TECHNICAL CORRECT
Correct missing prior approved
funding and adjust phases

Project #8**Project Name:****Beaverton Creek Trail: Westside Trail - SW Hocken Ave****Project Details Summary**

ODOT Key #	19357	RFFA ID:	50252	RTP ID:	10811	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70689	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-06-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification provided several funding corrections for prior approved and programmed funding that did not update correctly as part of the carry over from the 2021-24 MTIP to the 2024-27 MTIP. The STIP reflects the correct current total. The current authorized programming totals for the project is \$8,306,267. The funding adjustments approved by the LAL increase the project to \$8,824,836. The net change is \$518,569. This equals a net change of 6.2% which is under the 20% threshold for cost changes. There is no scope or limits changes. The MTIP did not carry over the correct federal funding. Out of the authorized \$6,548,859, only \$4,493,212 of total federal funds were carried over into the 2024-27 MTIP. This administrative modification is correction the programming mistake. There is not need for a formal/full amendment to occur.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, cost changes less than 20% can occur administratively as long as no scope or limits changes are also occurring.

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

Short Description:

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.

MTIP Detailed Description (Internal Metro use only):

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.

STIP Description:

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Trail/Multi-Use Path	New Trail/Path	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
Federal Funds									
STBG		2016	\$ 672,851						\$ 672,851
TA-U	M3E1 Y301	2023		\$ 894,074					\$ 894,074
STBG-U	Y230	2024			\$ 702,585				\$ 702,585
STBG-U	Y230	2026						\$ 134,595	\$ 134,595
STBG-U	Y230	2026					\$ 2,926,287		\$ -
STBG-U	Y230	2027					\$ 4,144,754		\$ 4,144,754
Federal Totals:			\$ 672,851	\$ 894,074	\$ 702,585	\$ -	\$ 4,144,754	\$ 134,595	\$ 6,548,859

Note: The project has received 3 prior RFFA awards: \$800k (2016-19 RFFA) + \$3,693,212 (2021-24 RFFA) + \$2,055,647 (2025-27 RFFA) = \$6,548,859 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	2016	\$ 77,011						\$ 77,011
Local	Match	2023		\$ 102,331					\$ 102,331
Local	Match	2024			\$ 80,414				\$ 80,414
Other	OTH0	2024			\$ 518,570				\$ 518,570
Local	Match	2026						\$ 15,405	\$ 15,405
Local	Match	2026					\$ 334,927		\$ -
Local	Match	2027					\$ 474,386		\$ 474,386
Other	OTH0	2026					\$ 1,025,060		
Other	OTH0	2027					\$ 1,007,860		\$ 1,007,860
Local Totals:			\$ 77,011	\$ 102,331	\$ 598,984	\$ -	\$ 1,482,246	\$ 15,405	\$ 2,275,977
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 749,862	\$ 996,405	\$ -	\$ -	\$ 4,286,274	\$ -	\$ 6,032,541
Amended Programming Totals			\$ 749,862	\$ 996,405	\$ 1,301,569	\$ -	\$ 5,627,000	\$ 150,000	\$ 8,824,836
Total Estimated Project Cost									\$ 8,824,836
Total Cost in Year of Expenditure:									\$ 8,824,836

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:	\$ -	\$ -	\$ 1,301,569	\$ -	\$ 1,340,726	\$ 150,000	\$ 2,792,295
Phase Change Percent:	0.0%	0.0%	100.0%	0.0%	31.3%	100.0%	46.3%
Amended Phase Matching Funds:	\$ 77,011	\$ 102,331	\$ 80,414	\$ -	\$ 474,386	\$ 15,405	\$ 749,547
Amended Phase Matching Percent:	10.27%	10.27%	10.27%	N/A	10.27%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 672,851	\$ 894,074	\$ 702,585	\$ -	\$ 4,144,754	\$ 134,595	\$ 6,548,859
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 77,011	\$ 102,331	\$ 598,984	\$ -	\$ 1,482,246	\$ 15,405	\$ 2,275,977
Total	\$ 749,862	\$ 996,405	\$ 1,301,569	\$ -	\$ 5,627,000	\$ 150,000	\$ 8,824,836
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	89.73%	53.98%	0.0%	73.66%	89.73%	74.21%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	10.27%	46.02%	0.0%	26.34%	10.27%	25.8%
Total	100.0%	100.00%	100.0%	0.0%	100.00%	100.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	7.62%	10.13%	7.96%	0.0%	46.97%	1.53%	74.21%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.87%	1.2%	6.79%	0.0%	16.80%	0.2%	25.8%
Total	8.5%	11.29%	14.7%	0.0%	63.76%	1.70%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 749,862	\$ 894,074					Aid ID
Federal Funds Obligated:	\$ 672,851	\$ 996,405					0000(254)
EA Number:	C8345200	PE003443					FHWA or FTA
Initial Obligation Date:	9/19/2016	1/9/2023					FHWA
EA End Date:	9/19/2016	1/9/2023					FMIS or TRAMS
Known Expenditures:	11/30/2022	6/30/2027					FMIS
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes: Planning phase has closed.							
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	2016	Years Active	9	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-24-AUG3
Last Amendment Action	FUND SHIFT: Shift unexpended and now de-obligated \$141k of planning funds to support PE						

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	
	Beaverton Creek Trail		Westside Trail (Near Tualatin Hills Nature Park)	SW Hocken 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	Equity Notes People of Color (POC): Yes Limited English Proficiency: Yes Low Income (LI): Yes
	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
Other	Add local funds committed to the project above the required minimum match to cover the costs of the phase. 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 such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
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	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Key Number: **19357**

2024-2027 STIP

Project Name: **Beaverton Creek Trail-Westside Trail-SW Hocken A (DRAFT AMENDMENT DR**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	M3E1	TAP >200K MAP-21 EXT	100.00%	749,862.09	89.73%	672,851.25	0.00%	0.00	10.27%	77,010.84
	PL Totals		100.00%	749,862.09		672,851.25		0.00		77,010.84
PE	M3E1	TAP >200K MAP-21 EXT	14.22%	141,701.49	89.73%	127,148.75	0.00%	0.00	10.27%	14,552.74
	Y301	TAP-Urban over 200,000 population IJJA	85.78%	854,704.00	89.73%	766,925.90	0.00%	0.00	10.27%	87,778.10
	PE Totals		100.00%	996,405.49		894,074.65		0.00		102,330.84
RW	OTH0	OTHER THAN STATE OR	39.84%	518,570.00	0.00%	0.00	0.00%	0.00	100.00%	518,570.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	60.16%	782,999.00	89.73%	702,585.00	0.00%	0.00	10.27%	80,414.00
	RW Totals		100.00%	1,301,569.00		702,585.00		0.00		598,984.00
CN	OTH0	OTHER THAN STATE OR	17.91%	1,007,860.00	0.00%	0.00	0.00%	0.00	100.00%	1,007,860.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	82.09%	4,619,140.00	89.73%	4,144,754.32	0.00%	0.00	10.27%	474,385.68
	CN Totals		100.00%	5,627,000.00		4,144,754.32		0.00		1,482,245.68
OT	Y230	STBG Urban - populations greater than 200,000 IJJA	100.00%	150,000.00	89.73%	134,595.00	0.00%	0.00	10.27%	15,405.00
	OT Totals		100.00%	150,000.00		134,595.00		0.00		15,405.00
Grand Totals				8,824,836.58		6,548,860.22		0.00		2,275,976.36

Name: Beaverton Creek Trail:Westside Trail-SW Hocken Ave
Key: 19357

Description
Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.

MPO: Portland Metro MPO
Applicant: TUALATIN HILLS PARK & REC DIST

Work Type: BIKPED
Status: PROJECT SCHEDULED FOR CONSTRUCTION

Region: 1

Location(s)-

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

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2016	2023	2025		2027	2026	
Total	\$749,862.09	\$996,405.49	\$782,999.00		\$5,627,000.00	\$150,000.00	\$8,306,266.58
Fund 1 M3E1	\$672,851.25	Y301 \$766,925.90	Y230 \$702,585.00		Y230 \$4,144,754.32	Y230 \$134,595.00	
Match	\$77,010.84	\$87,778.10	\$80,414.00		\$474,385.68	\$15,405.00	
Fund 2		M3E1 \$127,148.75			OTH0 \$1,007,860.00		
Match		\$14,552.74					

Footnote: \$6,548,859 in total Federal STP allocation.

Most Recent Approved Amendment

Amendment No: 21-24-3816	Approval Date: 8/28/2023
Requested Action: Increase the Preliminary Engineering phase by \$141,701.49, adding savings from the Planning phase.	

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RTP
RFFA
MTIP
FUND

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ODOT Key: 19357 | MTIP ID: 70689

Beaverton Creek Trail: Westside Trail - SW Hocken Ave - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$894,074	\$102,331	\$0	\$996,405	<input type="checkbox"/>
	2023	TA - URBAN	\$894,074	\$102,331	\$0	\$996,405	
Planning	2016		\$672,851	\$77,011	\$0	\$749,862	<input type="checkbox"/>
	2016	STP	\$672,851	\$77,011	\$0	\$749,862	
Construction	2026		\$2,926,287	\$334,927	\$1,025,060	\$4,286,274	<input type="checkbox"/>
	2021	STBG-URBAN	\$2,926,287	\$334,927	\$1,025,060	\$4,286,274	
Totals >>			\$4,493,212	\$514,269	\$1,025,060	\$6,032,541	