

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 19, 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 #3
AM24-07-FEB3 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 #3 Admin Mod is under amendment number AM24-07-FEB3 and contains 8 projects.

Key	Lead Agency	Name	Change
23229	Metro	Transit Corridor Development (FFY 2026)	<u>SPLIT PROJECT</u> Split \$1 million STBG, create child project supporting Key 22527
NEW SPLIT	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	<u>ADD NEW SPLIT PROJECT:</u> The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527
21602	ODOT	I-5: Marquam Bridge - SW Terwilliger Blvd	<u>CANCEL PHASE:</u> The administrative modification cancels the ROW as the latest review determine ROW actions are not required. Funds are moved back to PE.
21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland) SE Stark St: 111th - 151st Ave (Portland)	<u>MINOR SCOPE CHANGE</u> Update project name due to limits adjustment and slip Cons to FFY 2025
23112	Portland	OR213: 82nd Ave Improvements	<u>SPLIT PROJECT:</u> The administrative modification splits a total of \$2,656,000 and transfers the funds to two projects: Key 20814 and to support the new 82nd Ave development project.
20814	Portland	Jade and Montavilla Multi-modal Improvements	<u>COST INCREASE:</u> The administrative modification updates the committed fund types and increases the construction phase cost. The net increase adds \$803k to the construction phase which equals a 9.8% cost change. The added funds originate from Key 23112.

23597	Portland	82nd Avenue Civic Corridor	<p><u>SPLIT PROJECT</u> The administrative modification splits \$2,228,909 to the new split project supporting the project development work in the 82nd Ave safety corridor in Key 23597</p>
23254	Washington County	<p>Council Creek Trail: Douglas St-Adams Ave Council Creek Regional Trail: Enhanced Pedestrian Crossings</p>	<p><u>CHANGE NAME:</u> The administrative modification updates the project name to include "Regional" as part of the name and to differentiate this project from the RAISE grant portion in Key 23549.</p>

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 #3 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
SPLIT PROJECT
 Split \$1 million STBG, create child project supporting Key 22527

Project #1

Project Name:	Transit Corridor Development (FFY 2026)
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Project Details Summary							
ODOT Key #	23229	RFFA ID:	50436	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71304	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification splits \$1 million of STBG-U and match and commits it to a new child project in support of the Tualatin Valley Hwy Transit & Development Project in Key 22527. Key 22527 obligated its federal funds during FFY 2022. As a result, the project was considered "obligation complete" and not carried over into the 2024-27 MTIP. The project now requires additional funding which has been approved. The added STBG-U funds will be committed to the Tualatin Valley Hwy Transit & Development project through a new child project. Metro will flex transfer the STBG-U to FTA and submit a new TrAMS grant for the added STBG-U funds in support of Tualatin Valley Hwy Transit & Development planning activities.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, splitting funds off an exiting constrained project and creating a new child-project is allowable as an administrative action.

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

Short Description:

Metro UPWP RFFA Step 1 funds to study and evaluate the development of future transit transportation corridors in the Metro region

MTIP Detailed Description (Internal Metro use only):

RFFA Step1 UPWP special allocation supporting planning efforts to identify, study, and evaluate the associated opportunity costs for the development of future transit transportation corridors in the Metro Region

STIP Description:

Study and evaluate the development of future transit transportation corridors in the Metro region.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	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	2026	\$ 2,500,000						\$ -
STBG-U	Y230	2026	\$ 1,500,000						\$ 1,500,000
Federal Totals:			\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026	\$ 286,136						\$ -
Local	Match	2026	\$ 171,682						\$ 171,682
Local Totals:			#REF!	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ 2,786,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,786,136
Amended Programming Totals	\$ 1,671,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671,682
Total Estimated Project Cost							\$ 1,671,682
Total Cost in Year of Expenditure:							\$ 1,671,682

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:	\$ (1,114,454)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,114,454)
Phase Change Percent:	-40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-40.0%
Amended Phase Matching Funds:	\$ 171,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 171,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,682
Total	\$ 1,671,682	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671,682

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	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%
Total	100.0%	0.00%	0.0%	0.0%	0.00%	0.00%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.00%	0.0%	0.0%	0.00%	0.00%	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%	10.3%
Total	100.0%	0.00%	0.0%	0.0%	0.00%	0.00%	100.00%

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:							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?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	0	Last Amendment	None	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		
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X				X		

Notes	The purpose of the pub is to support appropriate transit studies that would provide additional transit capacity to the region. As such, the PGB purpose supports congestion mitigation and mobility improvements
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Fund Codes References

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

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

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

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ODOT Key: 23229 | MTIP ID: 71304

Transit Corridor Development (FFY 2026) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2026		\$2,500,000	\$286,136		\$2,786,136	<input type="checkbox"/>
	2026	STBG-URBAN	\$2,500,000	\$286,136		\$2,786,136	
Totals >>			\$2,500,000	\$286,136	\$0	\$2,786,136	



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

MTIP Admin Modification
NEW SPLIT PROJECT
 Split \$1 million of STBG from Key 23229 for new child-project

Project #2

Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued
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Project Details Summary							
ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:		2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527. The STBG-is authorized per the Metro CFO and will be reflective of this in the new developing SFY 2025 UPWP. Metro will flex transfer the funds to FTA and submit the required TrAMS grant application as well. The funding will support planning actions within the Tualatin Valley Hwy Transit & Development Project which is prior obligated under Key 22557. Creating the child project with a new Key number was discussed with FTA. FTA does not see any negative complications to approving the updated child project in support of the Tualatin Valley Hwy Transit & Development Project in Key 22527. This approach was selected rather attempting to re-activate Key 22527 to reflect the added STBG-U in FFY 2024.

Why Changes May Proceed Administratively:

Per the Amendment Matrix. Creating a child project split for another project that also supports the main project is allowable as an administrative action.

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

Short Description:

Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

MTIP Detailed Description (Internal Metro use only):

A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

STIP Description:

TBD

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2024	\$ 1,000,000						\$ 1,000,000
									\$ -
Federal Totals:			\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

Note: HSIP in PE and Construction is 100% federal

State Funds

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Y230	2024	\$ 114,454						\$ 114,454
									\$ -
Local Totals:			\$ 114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,454
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 1,114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,114,454
Total Estimated Project Cost									\$ 1,114,454
Total Cost in Year of Expenditure:									\$ 1,114,454
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:		\$ 1,114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,114,454	
Phase Change Percent:		100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Amended Phase Matching Funds:		\$ 114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,454	
Amended Phase Matching Percent:		10.27%	N/A	N/A	N/A	N/A	N/A	10.27%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ 114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,454		
Total	\$ 1,114,454	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,114,454		
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%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							S100(069)
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?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
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	
Includes	SW Tualatin Valley Highway		Approximately SW B Street	Approximately Beaverton Transit Center East of SW Watson Ave	
			Forest Grove	Beaverton	

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
	X			X	X	X	Portions of the planning area along SW Tualatin Valley Highway are Yes in defined Equity Focus Areas
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. 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.

Original Programmed TV Highway Planning Study now obligated. The new child project will provide added funding to this project

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

details costs programming map amendments obligations earmarks comments

ODOT Key: 22527 | MTIP ID: 71255
 Tualatin Valley Hwy Transit & Development Project - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2022		\$1,540,918	\$79,079	\$903,726	\$2,523,723	<input type="checkbox"/>
	2021	Local (Wash Co)	\$0	\$0	\$25,000	\$25,000	
	2018	OTHER - LOCAL		\$0	\$784,282	\$784,282	
	2022	STBG-URBAN	\$690,918	\$79,079	\$0	\$769,997	
	2021	FTA Other	\$850,000	\$0	\$94,444	\$944,444	
Totals >>			\$1,540,918	\$79,079	\$903,726	\$2,523,723	

Key 22239 is split of \$1 million of STBG to support the new child project

Metro Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

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

details costs programming map amendments obligations earmarks comments **rffa**

ODOT Key: 23229 | MTIP ID: 71304
 Transit Corridor Development (FFY 2026) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2026		\$2,500,000	\$286,136		\$2,786,136	<input type="checkbox"/>
	2026	STBG-URBAN	\$2,500,000	\$286,136		\$2,786,136	
Totals >>			\$2,500,000	\$286,136	\$0	\$2,786,136	

Draft Proposed Station Locations for TV Highway Steering Committee consideration





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

MTIP Admin Modification
CANCEL PHASE
 Cancel ROW and shift funds to PE,
 update description

Project #3

Project Name:	I-5: Marquam Bridge - SW Terwilliger Blvd
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Project Details Summary							
ODOT Key #	21602	RFFA ID:	N/A	RTP ID:	11584	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71156	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		24-27-0828	

Summary of Amendment Changes Occurring:

The administrative modification cancels the ROW as the latest review determine ROW actions are not required. Funding is shifted back to PE. The project description is update to reflect a minor scope adjustment. There is no change in the total project cost or project limits.

Why Changes May Proceed Administratively:

Per the Amendment Matrix, canceling project phase other than construction can occur administratively. The description change reflects a minor scope adjustment and is allowable as an administrative action in the MTIP. There is no cost or limits changes that result.

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

Short Description:

~~Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.~~
Install Variable Advisory Speed (VAS) to improve safety by informing drivers of expected downstream conditions.

MTIP Detailed Description (Internal Metro use only):

Install Variable Advisory Speed (VAS) ~~and truck warning signs~~ to improve safety by informing drivers of expected downstream conditions.

STIP Description:

Install Variable Advisory Speed (VAS) to improve safety by informing drivers of expected downstream conditions.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Planning - Corridor Area Planning	System Management and Operations	System Management, ITS, and Operations
ODOT Work Type:	OP-SSI		
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									
State STBG	Z240	2021		\$ 845,192					\$ 845,192
HIP	Z910	2021		\$ 1,236,172					\$ 1,236,172
NHPP	Z001	2021		\$ 18,544					\$ 18,544
NHPP	Z001	2024			\$ 18,544				\$ -
NHPP	Y001	2024				\$ 61,810			\$ 61,810
NHPP	Z001	2024					\$ 5,887,832		\$ 5,887,832
NHPP	Y001	2023						\$ 474,011	\$ 474,011
Federal Totals:			\$ -	\$ 2,099,908	\$ -	\$ 61,810	\$ 5,887,832	\$ 474,011	\$ 8,523,561

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 (Z240)	Match	2021		\$ 71,303					\$ 71,303
State (Z910)	Match	2021		\$ 104,288					\$ 104,288
State (2001)	Match	2021		\$ 1,564					\$ 1,564
State	Match	2024			\$ 1,564				\$ -
State	Match	2024				\$ 5,215			\$ 5,215
State	Match	2024					\$ 496,718		\$ 496,718
State	Match	2023						\$ 39,989	\$ 39,989
State Totals:			\$ -	\$ 177,155	\$ -	\$ 5,215	\$ 496,718	\$ 39,989	\$ 719,077

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:			\$ -	\$ 2,256,955	\$ 20,108	\$ 67,025	\$ 6,384,550	\$ 514,000	\$ 9,242,638
Amended Programming Totals			\$ -	\$ 2,277,063	\$ -	\$ 67,025	\$ 6,384,550	\$ 514,000	\$ 9,242,638
Total Estimated Project Cost									\$ 9,242,638
Total Cost in Year of Expenditure:									\$ 9,242,638
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:		\$ -	\$ 20,108	\$ (20,108)	\$ -	\$ -	\$ -	\$ -	
Phase Change Percent:		0.0%	0.9%	-100.0%	0.0%	0.0%	0.0%	0.0%	
Amended Phase Matching Funds:		\$ -	\$ 177,155	\$ -	\$ 5,215	\$ 496,718	\$ 39,989	\$ 719,077	
Amended Phase Matching Percent:		N/A	7.78%	0.0%	7.78%	7.78%	7.78%	7.78%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ 2,099,908	\$ -	\$ 61,810	\$ 5,887,832	\$ 474,011	\$ 8,523,561		
State	\$ -	\$ 177,155	\$ -	\$ 5,215	\$ 496,718	\$ 39,989	\$ 719,077		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 2,277,063	\$ -	\$ 67,025	\$ 6,384,550	\$ 514,000	\$ 9,242,638		
Phase Composition Percentages									
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total		
Federal	0.0%	92.22%	0.0%	92.22%	92.22%	92.22%	92.22%		
State	0.0%	7.78%	0.0%	7.78%	7.78%	7.78%	7.78%		
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Total	0.0%	100.00%	0.0%	100.0%	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	0.0%	22.72%	0.0%	0.67%	63.70%	5.13%	92.22%
State	0.0%	1.92%	0.0%	0.06%	5.37%	0.43%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	24.64%	0.0%	0.73%	69.08%	5.56%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,277,063				\$ 514,000	Aid ID
Federal Funds Obligated:		\$ 2,099,908				\$ 474,011	S001(540)
EA Number:		PE003244				C0261505	FHWA or FTA
Initial Obligation Date:		11/5/2020				6/13/2023	FHWA
EA End Date:		N/A				N/A	FMIS or TRAMS
Known Expenditures:		N/A				N/A	FMIS
						Estimated Project Completion Date:	6/30/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	8/2023	Last MTIP Amend Num AM23-23-AUG2
Last Amendment Action	LIMITS CHANGE: Adjust limits by 0.7 miles and update project name as a result					

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	I-5	296.7	299.7	3.00	

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? No							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	Equity Yes (POC and LEP) in Northern portion Ross Island Br to Marquam Br
Notes							

Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and
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)]
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

Key Number: **21602**

2024-2027 STIP

Project Name: **I-5: Marquam Bridge - SW Terwilliger Blvd**

(DRAFT AMENDMENT)

PE	L01E	INTERSTATE MAINTENAN	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	LZ1E	EQUITY BONUS/EXEMPT	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	M002	NHPP-EXEMPT	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	M030	REDISTRIBUTION CERTAIN AUTHORIZED	0.00%	0.03	92.22%	0.02	7.78%	0.01	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT	0.00%	0.02	92.22%	0.02	7.78%	0.00	0.00%	0.00
	Q030	REDISTRIB OF CERTAIN	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	0.88%	20,108.00	92.22%	18,543.60	7.78%	1,564.40	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	40.25%	916,495.00	92.22%	845,191.69	7.78%	71,303.31	0.00%	0.00
	Z910	Highway infrastructure over 200k population	58.87%	1,340,459.83	92.22%	1,236,172.05	7.78%	104,287.78	0.00%	0.00
	PE Totals			100.00%	2,277,063.00		2,099,907.44		177,155.56	
RW	Z001	NATIONAL HIGHWAY PERF FAST	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00	0.00
UR	Y001	National Highway Perf IJJA	100.00%	67,025.00	92.22%	61,810.46	7.78%	5,214.54	0.00%	0.00
	UR Totals			100.00%	67,025.00		61,810.46		5,214.54	0.00
CN	Z001	NATIONAL HIGHWAY PERF FAST	100.00%	6,384,550.00	92.22%	5,887,832.01	7.78%	496,717.99	0.00%	0.00
	CN Totals			100.00%	6,384,550.00		5,887,832.01		496,717.99	0.00
OT	Y001	National Highway Perf IJJA	100.00%	514,000.00	92.22%	474,010.80	7.78%	39,989.20	0.00%	0.00
	OT Totals			100.00%	514,000.00		474,010.80		39,989.20	0.00
Grand Totals					9,242,638.00		8,523,560.71		719,077.29	0.00



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

MTIP Admin Modification
MINOR SCOPE CHANGE
 Update project name and slip
 Cons to FFY 2025

Project #4

Project Name:	SE Stark St: 148th Ave – 162nd Ave (Portland) SE Stark St: 111th - 151st Ave (Portland)
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Project Details Summary							
ODOT Key #	21630	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71184	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The net project limits are being shifted by 1.3 miles. Normally, this would exceed the threshold set at 1 mile for limit changes. However, only the location is being shifted. The scope of work remains unchanged. The review and update to the project determined the revised location contained the greatest need for the median to improve highway safety for motorists. Since the man scope activity is not change, nor is the budget, the limits shift are considered minor and allowable as a minor scope change under an administrative action in the MTIP.

Why Changes May Proceed Administratively:

The scope change is considered minor and allowable under an administrative action in the MTIP.

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

Short Description:

~~Convert existing two-way left turn lane to a raised median to improve safety on this section.~~
Convert existing two-way left turn lanes to a raised median with pedestrian crossing improvements at various intersections of SE Stark to improve safety.

MTIP Detailed Description (Internal Metro use only):

Convert existing two-way left turn lane to a raised median to improve safety on this section on SE Stark St between 111th Ave and 151st Ave

STIP Description:

Convert existing two-way left turn lanes to a raised median with pedestrian crossing improvements at various intersections of SE Stark to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	TBD		

Does the administrative modification change the project classification in the MTIP? No. However, the project limits are adjusted.

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024		\$ 241,415					\$ 241,415
HSIP	ZS30	2024					-\$ 1,057,646		\$ -
HSIP	Z230	2025					\$ 1,057,646		\$ 1,057,646
Federal Totals:			\$ -	\$ 241,415	\$ -	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061

Note: HSIP in PE and Construction is 100% federal

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 20,367					\$ 20,367
Local	Match	2024					-\$ 89,227		\$ -
Local	Match	2025					\$ 89,227		\$ 89,227
Local Totals:				\$ 20,367	\$ -	\$ -	\$ 89,227	\$ -	\$ 109,594

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 261,782	\$ -	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Amended Programming Totals	\$ -	\$ 261,782	\$ -	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Total Estimated Project Cost							\$ 1,408,655
Total Cost in Year of Expenditure:							\$ 1,408,655
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:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:		\$ 20,367	\$ -	\$ -	\$ 89,227	\$ -	\$ 109,594
Amended Phase Matching Percent:	#VALUE!	7.78%	N/A	N/A	7.78%	N/A	7.78%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 241,415	\$ -	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 20,367	\$ -	\$ -	\$ 89,227	\$ -	\$ 109,594
Total	\$ -	\$ 261,782	\$ -	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	7.78%	0.0%	0.0%	7.78%	0.0%	7.78%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	17.14%	0.0%	0.0%	75.1%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.4%	0.0%	0.0%	6.3%	0.0%	7.78%
Total	0.0%	18.58%	0.0%	0.0%	81.4%	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	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 PE phase federal HSIP funds of \$241,415 and match from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data - Yes

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Revised Cross Streets		Route or Arterial	Cross Street		Cross Street
		SE Stark St	148th Ave		162nd Ave
		SE Stark St	111th Ave		151st 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 POC = Yes LEP = Yes 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
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
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.

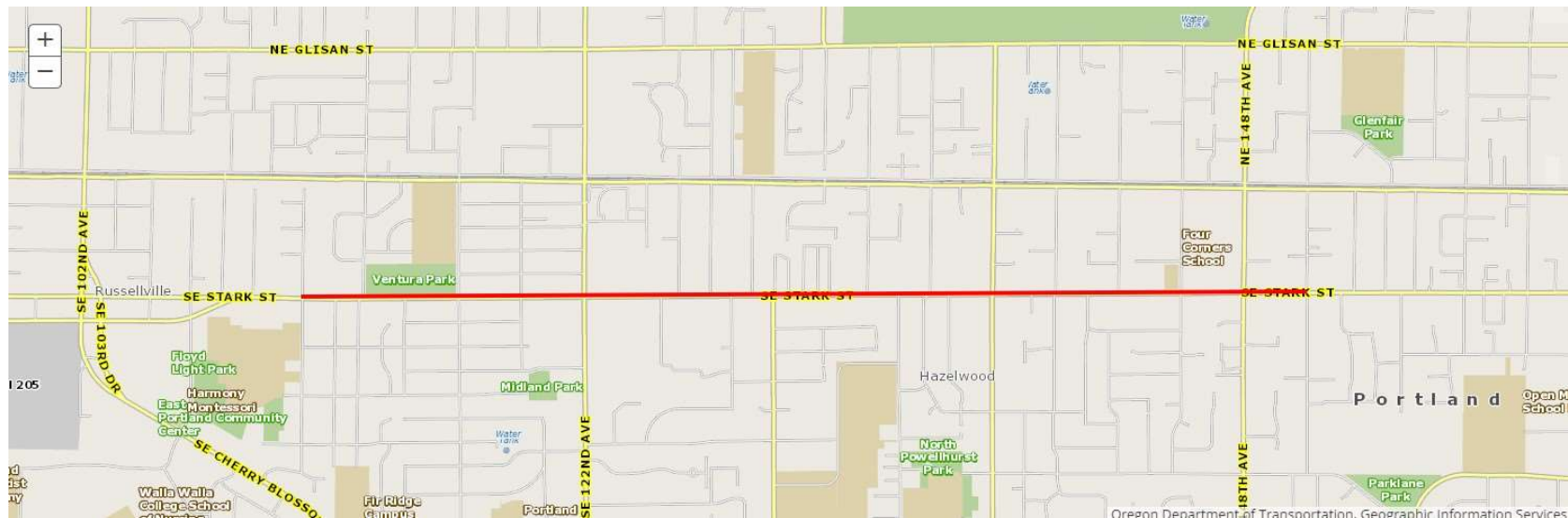
Key Number: 21630

2024-2027 STIP

Project Name: SE Stark St: 111th - 151st Ave (Portland)

(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	YS30	Highway Safety Imp Program IIIA	100.00%	261,782.00	92.22%	241,415.36	0.00%	0.00	7.78%	20,366.64
	PE Totals		100.00%	261,782.00		241,415.36		0.00		20,366.64
CN	ZS30	HIGHWAY SAFETY IMP PROG FAST	100.00%	1,146,873.00	92.22%	1,057,646.28	0.00%	0.00	7.78%	89,226.72
	CN Totals		100.00%	1,146,873.00		1,057,646.28		0.00		89,226.72
Grand Totals				1,408,655.00		1,299,061.64		0.00		109,593.36





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

MTIP Admin Modification
SPLIT PROJECT
 Split funds from Key 23112
 supporting Keys 20814 & 23597

Project #5

Project Name:	OR213: 82nd Ave Improvements
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Project Details Summary

ODOT Key #	23112	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71377	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		24-27-0560	

Summary of Amendment Changes Occurring:
 The administrative modification splits a total of \$2,656,000 and transfers the funds to two projects: Key 20814 and to support the new 82nd Ave development project. Key 20814, Jade and Montavilla Multi-modal improvements is programmed. The transfer and adjustment to Key 20814 is included in this admin mod bundle.

Why Changes May Proceed Administratively:
 Splitting funds and transferring them to another constrained project and creating a new child split is allowable as an administrative modification.

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

Short Description:
 Funding for upgrades to road elements using safety, bikeped, operations, and preservation funds for improvements for all modes of travel

MTIP Detailed Description (Internal Metro use only):
 Funding for upgrades to road elements using safety, bikeped, operations, and preservation funds for improvements for all modes of travel

STIP Description:
 Funding for upgrades to road elements using safety, bikeped, operations, and preservation funds for improvements for all modes of travel.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	BIKPED, OP-SSI, PRSRV, SAFETY		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y240	2024	—					\$ 6,151,611	\$ -
State STBG	Y240	2024						\$ 4,384,020	\$ 4,384,020
HSIP	YS30	2024						\$ 5,400,000	\$ -
HSIP	YS30	2024						\$ 5,000,000	\$ 5,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,384,020	\$ 9,384,020

Note: HSIP originally programmed was 100% federal. It now includes a state match.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2024						\$ 704,079	\$ -
State (Y240)	Match	2024						\$ 451,880	\$ 451,880
State (YS30)	Match	2024						\$ 600,000	\$ 600,000
HB2017	S070	2024						\$ 836,210	\$ -
BIKEWAYS	S080	2024						\$ 308,100	\$ 308,100
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,359,980	\$ 1,359,980

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,400,000	\$ 13,400,000
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,744,000	\$ 10,744,000
Total Estimated Project Cost							\$ 10,744,000
Total Cost in Year of Expenditure:							\$ 10,744,000
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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,656,000)	\$ (2,656,000)
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,051,880	\$ 1,051,880
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.08%	10.08%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,384,020	\$ 9,384,020
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,359,980	\$ 1,359,980
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,744,000	\$ 10,744,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	87.34%	87.34%
State	0.0%	0.0%	0.0%	0.0%	0.0%	12.66%	12.66%
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%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	87.3%	87.34%
State	0.0%	0.0%	0.0%	0.0%	0.0%	12.66%	12.66%
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%	100.0%	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:	12/31/2028
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	2024	Years Active	0	Project Status	N/A Revenue PGB	Not Applicable. Key 23112 functions as a specialized PGB supporting 82nd Ave future safety upgrades	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
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	
	Yes	OR213	-0.14	2.24	2.38	
	Yes	OR213	2.26	7.23	4.97	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	82nd Ave/OR213		NE Holman St		NE Weber Street	

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes Portions of project limits are within EFAs. POC = Yes, LEP = Yes, LI - Yes
				X		X	
Notes							

Fund Codes References

BIKEWAYS	BIKEWAY funds are state funds that are intended to reduce crashes involving people walking and biking, eliminate crashes that result in injuries and deaths, and promote walking and biking to improve health and safety
HB2017	State funds that originate from the HB2017 Legislation in support of various eligible project and program improvement areas.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
State	General state funds from various sources normally used to support the required minimum match to the federal funds. Similar to Local funds, but state based funding.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

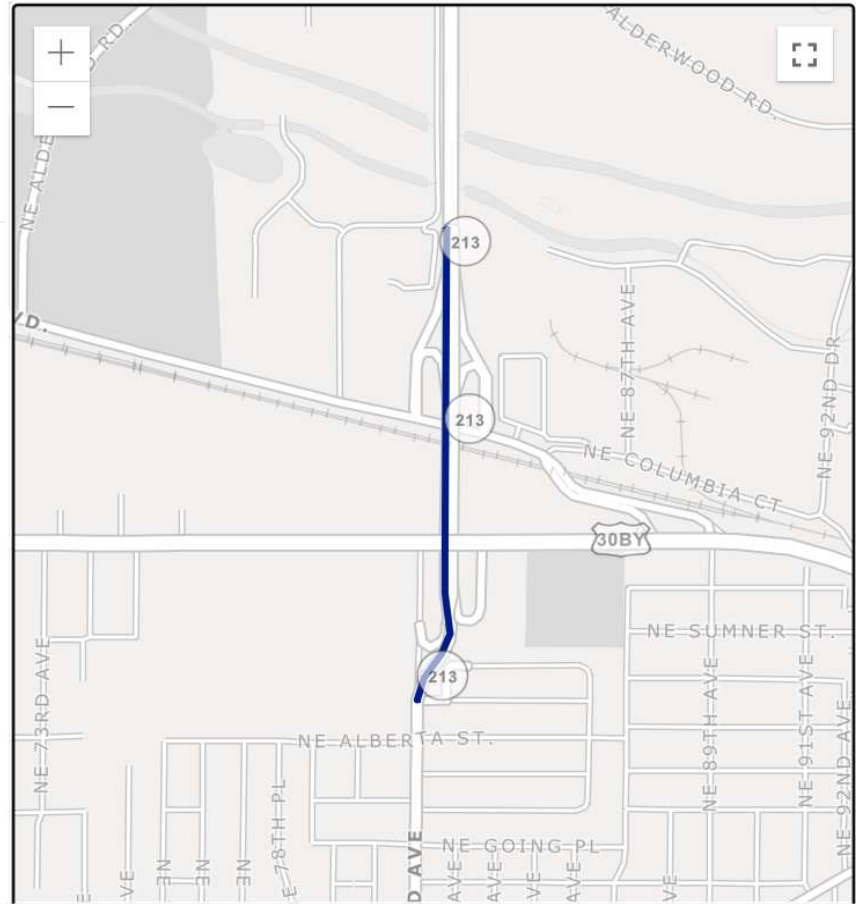
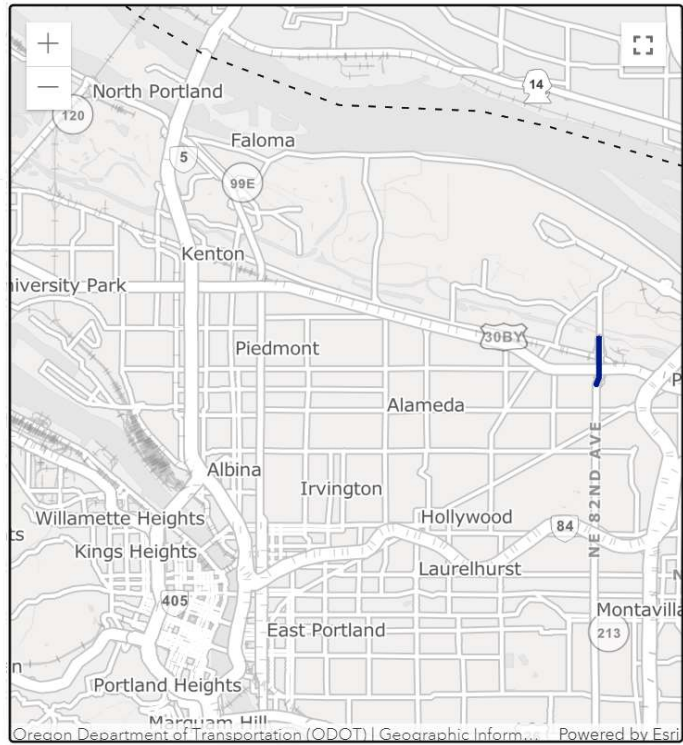
Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be 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

1 Project

x Clear all **x Search: 23112**

[OR213: 82nd Ave Improvements](#) - Project number: 23112 - Mapped



Key Number: 23112

2024-2027 STIP

Project Name: OR213: 82nd Ave Improvements

(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
OT	S080	BIKEWAYS	2.87%	308,100.00	0.00%	0.00	100.00%	308,100.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	45.01%	4,835,900.00	0.00%	4,384,020.00	0.00%	451,880.00	0.00%	0.00
	YS30	Highway Safety Imp Program I/JA	52.12%	5,600,000.00	0.00%	5,000,000.00	0.00%	600,000.00	0.00%	0.00
	OT Totals			100.00%	10,744,000.00		9,384,020.00		1,359,980.00	
Grand Totals					10,744,000.00		9,384,020.00		1,359,980.00	0.00

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
1/22/24	24-27-0560	DRAFT	SPLIT	FROM	23112	Split \$656,000 in federal funds to the Construction phase of project key 20814 & \$2,000,000 in federal funds to project K23597.

Selection Criteria: STIP	2024-2027 STIP	Key Number	23112	Project ID	49204
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Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
COST INCREASE
 Add ODOT funds to address revised cons phase cost

Project #6

Project Name:	Jade and Montavilla Multi-modal Improvements
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Project Details Summary							
ODOT Key #	20814	RFFA ID:	50295	RTP ID:	11572 11855	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70884	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		24-27-0560	

Summary of Amendment Changes Occurring:

The administrative modification updates the committed fund types and increases the construction phase cost. The net increase adds \$803k to the construction phase which equals a 9.8% cost change. The cost change is less than the 20% threshold.

Why Changes May Proceed Administratively:

Cost changes less than 20% for projects above \$5 million that do not involve scope or limits changes can occur administratively.

Added Note:

RTP ID Update: ID 11855 = Jade & Montavilla Connected Centers Project, 2023 RTP Constrained list
 Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.

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

Short Description:

Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)

MTIP Detailed Description (Internal Metro use only):

Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. The Jade District center is located along 82nd Ave between roughly SE Division St and SE Powell Blvd, SE 75th Ave and I-205. The Montavilla center is along 82nd Ave, center on the SE Stark and SE Washington couplet from roughly 75th Ave to I-205. (19-21 RFFA Award)

STIP Description:

Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers to improve access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Shared Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
ODOT Work Type:	BIKPED		

Does the administrative modification change the project classification in the MTIP? No

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2020		\$ 1,158,450					\$ 1,158,450
TA-U	Z301	2022			\$ 193,075				\$ -
TA-U	Z301	2022			\$ 720,014				\$ 720,014
STBG-U	Z230	2022			\$ 526,939				\$ -
STBG-U	Y230	2024					\$ 1,241,536		\$ 1,241,536
State STBG	Y240	2024					\$ 2,344,000		\$ 2,344,000
HSIP	YS30	2024					\$ 656,000		\$ 656,000
									\$ -
Federal Totals:			\$ -	\$ 1,158,450	\$ 720,014	\$ -	\$ 4,241,536	\$ -	\$ 6,120,000

Note: HSIP in PE and Construction is 100% federal

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Z230)	Match	2020		\$ 132,590					\$ 132,590
Other	OTH0	2020		\$ 1,025,860					\$ 1,025,860
TA-U	Match	2022			\$ 22,098				\$ -
TA-U	Match	2022			\$ 82,409				\$ 82,409
STBG-U	Match	2022			\$ 60,311				\$ -
Other	OTH0	2023				\$ 50,000			\$ -
Other	OTH0	2022				\$ 50,000			\$ 50,000
Local (Y230)	Match	2024					\$ 142,099		\$ 142,099
Local (Y240)	Match	2024					\$ 268,281		\$ 268,281
Local (YS30)	Match	2024					\$ 75,082		\$ 75,082
Other	OTH0	2024					\$ 3,657,157		\$ -
Other	OTH0	2024					\$ 1,117,679		\$ 1,117,679
Local Totals:				\$ 1,158,450	\$ 82,409	\$ 50,000	\$ 1,603,142	\$ -	\$ 2,894,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,316,900	\$ 802,423	\$ 50,000	\$ 5,040,792	\$ -	\$ 8,210,115
Amended Programming Totals			\$ -	\$ 2,316,900	\$ 802,423	\$ 50,000	\$ 5,844,678	\$ -	\$ 9,014,000
Total Estimated Project Cost									\$ 9,014,000
Total Cost in Year of Expenditure:									\$ 9,014,000

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:	\$ -	\$ -	\$ (0)	\$ -	\$ 803,885	\$ -	\$ 803,885
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	15.9%	0.0%	9.8%
Amended Phase Matching Funds:		\$ -	\$ -	\$ -	\$ 485,463	\$ -	\$ 485,463
Amended Phase Matching Percent:	#VALUE!	N/A	N/A	N/A	10.27%	N/A	6.15%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,158,450	\$ 720,014	\$ -	\$ 4,241,536	\$ -	\$ 6,120,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 1,158,450	\$ 82,409	\$ 50,000	\$ 1,603,142	\$ -	\$ 2,894,000
Total	\$ -	\$ 2,316,900	\$ 802,423	\$ 50,000	\$ 5,844,678	\$ -	\$ 9,014,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	50.00%	89.73%	0.0%	72.57%	0.0%	67.89%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	50.00%	10.27%	100.0%	27.4%	0.0%	32.11%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	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%	12.85%	8.0%	0.0%	47.1%	0.0%	67.89%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	12.9%	0.9%	0.6%	17.8%	0.0%	32.1%
Total	0.0%	25.70%	8.9%	0.6%	64.8%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,316,900	\$ 802,423	\$ 50,000			Aid ID
Federal Funds Obligated:		\$ 1,158,450	\$ 720,014	\$ -			5900(311)
EA Number:		PE003175	R9710000	U0000194			FHWA or FTA
Initial Obligation Date:		2/14/2020	8/25/2022	5/16/2022			FHWA
EA End Date:		3/31/2026	5/31/2025	5/31/2024			FMIS or TRAMS
Known Expenditures:		\$ 1,009,671	\$ 720,938	\$ 5,000			FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	5	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip construction phase with \$1,241,536 of Metro STBG-U plus match and \$3,657,157 of overmatch from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
Area Limits (Polygon)	North/South (82nd Ave area)		SE Division (south to)		SE Powell Blvd	
	East/West		75th Ave		I-205	
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 Most limit area portions = Yes POC = Yes, LEP = Yes LI= Yes
					X		
Notes							

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
Other	Local or state funds committed by the lead agency above the required minimum match to the federal funds in support of a specific project phase. Also referred to a "overmatch" funding.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
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	Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

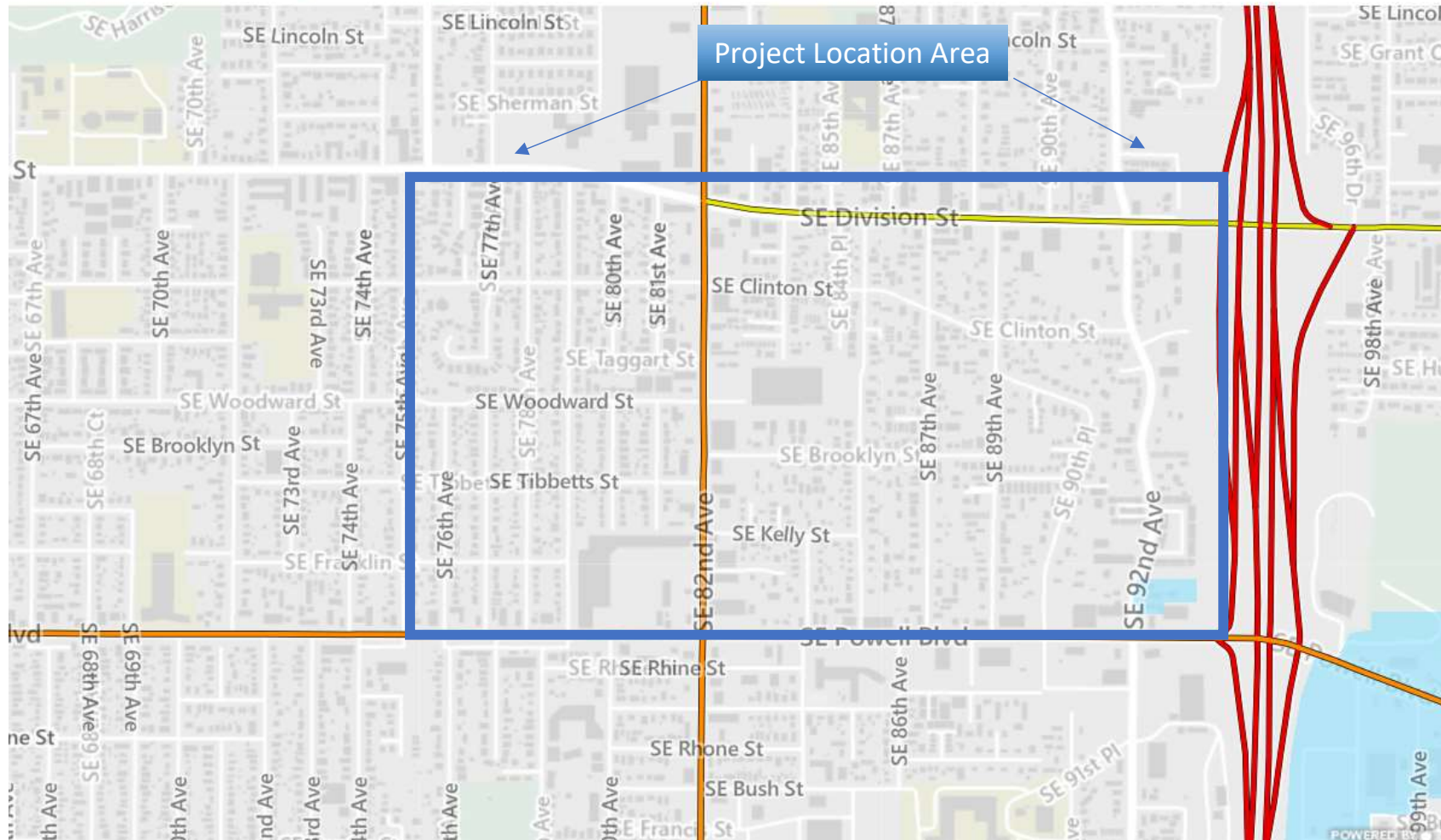
Key Number: **20814**

2024-2027 STIP

Project Name: **Jade and Montavilla multimodal improvements**

(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	OTH0	OTHER THAN STATE OR	44.28%	1,025,860.00	0.00%	0.00	0.00%	0.00	100.00%	1,025,860.00
	Z230	STP >200K	55.72%	1,291,040.00	89.73%	1,158,450.19	0.00%	0.00	10.27%	132,589.81
	PE Totals			100.00%	2,316,900.00		1,158,450.19		0.00	
RW	Z301	TAP-U Over 200K Population	100.00%	802,423.00	89.73%	720,014.15	0.00%	0.00	10.27%	82,408.85
	RW Totals		100.00%	802,423.00		720,014.15		0.00		82,408.85
UR	OTH0	OTHER THAN STATE OR	100.00%	50,000.00	0.00%	0.00	0.00%	0.00	100.00%	50,000.00
	UR Totals		100.00%	50,000.00		0.00		0.00		50,000.00
CN	OTH0	OTHER THAN STATE OR	19.12%	1,117,678.58	0.00%	0.00	0.00%	0.00	100.00%	1,117,678.58
	Y230	STBG Urban - populations greater than 200,000 IJJA	23.67%	1,383,635.00	89.73%	1,241,535.69	0.00%	0.00	10.27%	142,099.31
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	44.70%	2,612,281.29	89.73%	2,344,000.00	0.00%	0.00	10.27%	268,281.29
	YS30	Highway Safety Imp Program IJJA	12.51%	731,082.13	89.73%	656,000.00	0.00%	0.00	10.27%	75,082.13
	CN Totals		100.00%	5,844,677.00		4,241,535.69		0.00		1,603,141.31
OT	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				9,014,000.00		6,120,000.03		0.00		2,893,999.97





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

MTIP Admin Modification
SPLIT PROJECT
 Add new split project from Key 23112 supporting 82nd Ave

Project #7

Project Name:	82nd Avenue Civic Corridor
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Project Details Summary							
ODOT Key #	23597	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		24-27-0560	

Summary of Amendment Changes Occurring:

The administrative modification splits a total of \$2,656,000 of funds from Key 23112 and commits \$2,228,909 to the new split project supporting the project development work in the 82nd Ave safety corridor in Key 23597. The remaining funds from Key 23112 are being committed to project needs in Key 20814. The 82nd Ave corridor includes planned safety upgrades and the design plus implementation of a new BRT led by TriMet.

Why Changes May Proceed Administratively:

Splitting existing constrained funds and establishing a related child is allowable as an administrative action.

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

Short Description:

Complete project development activities in support of the planned new 82nd Ave Bus Rapid Transit (BRT) including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant.

MTIP Detailed Description (Internal Metro use only):

In NE Portland on 82nd Ave from Killingsworth to Clapstop, complete project development activities for planned safety upgrades in the corridor and in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant. Funds split from Key 23112 Parallel Metro and TriMet's project development projects through FTA supporting the 82nd Ave BRT)

STIP Description:

Complete project development activities in support of the planned new 82nd Ave Bus Rapid Transit (BRT) including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a Small Starts grant.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	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									
State STBG	Y240	2024	\$ 2,000,000						\$ 2,000,000
									\$ -
Federal Totals:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Note: HSIP in PE and Construction is 100% federal									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Y230	2024	\$ 228,909						\$ 228,909
									\$ -
Local Totals:			\$ 228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,909

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 2,228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,228,909
Total Estimated Project Cost							\$ 2,228,909
Total Cost in Year of Expenditure:							\$ 2,228,909
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:	\$ 2,228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,228,909
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,909
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 228,909
Total	\$ 2,228,909	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,228,909
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%	0.00%	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: STBG obligation is assumed will proceed through FHWA FMIS process.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No prior activity	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
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
	82nd Ave		NE Killingsworth Ave		SE Clapstop St

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
				X		X	Portions of project limits are within EFAs. POC = Yes, LEP = Yes, LI - Yes
Notes							

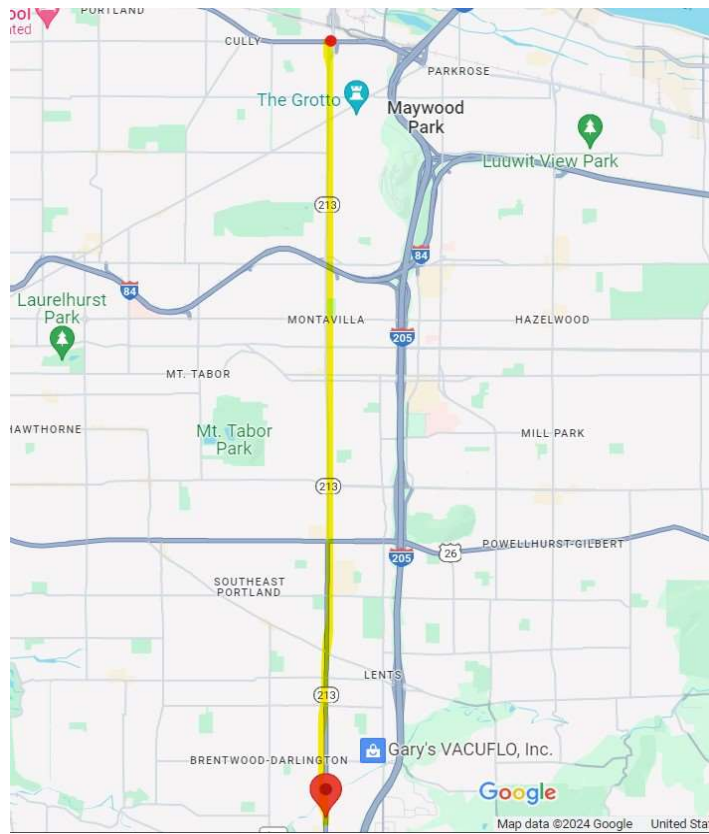
Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
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.
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Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.



Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment	
PL	FIX-IT REGION 1	2024-2027 STIP	2024	2,228,908.95	2,000,000.00	0.00	228,908.95	01/22/2024: \$2M in federal \$ split from K23112	
	PL Totals			2,228,908.95	2,000,000.00	0.00	228,908.95		
Grand Totals				2,228,908.95	2,000,000.00	0.00	228,908.95		

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	2,228,908.95	89.73%	2,000,000.00	0.00%	0.00	10.27%	228,908.95
	PL Totals		100.00%	2,228,908.95		2,000,000.00		0.00		228,908.95
Grand Totals				2,228,908.95		2,000,000.00		0.00		228,908.95

82nd Avenue Transit Project: Discussion Draft Locally Preferred Alternative

Elements of Locally Preferred Alternative (in progress)*

- Bus rapid transit route (north of Sandy Blvd)
- Potential terminus routing (terminus tbd)
- General station locations
- Station location areas still being defined

Transit Network

- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-2 frequent express service bus line
- Frequent service bus lines
- Other bus lines
- Transit centers

*To be recommended by Steering Committee

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Cassweg Ave & SE 82nd Ave
4	South of SE Baker Dr (Whos) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Omy Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Sandy St & SE 82nd Ave
9	SE Digital Springs Blvd & SE 82nd Ave
10	SE Rowell St & SE 82nd Ave
11	SE Bybee & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Waymound St & SE 82nd Ave
16	SE Helgata Blvd & SE 82nd Ave
17	SE Bose St & SE 82nd Ave
18	SE Rowell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mt St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Gilson St & NE 82nd Ave
26	NE Holaday St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDonnell High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Prescott or Albert St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE Cully Blvd & NE Kilgusworth St
37	NE Alderwood Rd & NE 82nd Ave
38	Mt Hood Ave MAX
39	Cascades MAX Station
40	NE Ar Congo Rd & NE 82nd Way
41	PCR Terminus

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ODOT Key: 23112 | MTIP ID: 71377
 OR213: 82nd Ave Improvements - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2024		\$11,551,611	\$704,079	\$1,144,310	\$13,400,000	<input type="checkbox"/>
	2010	BIKEWAYS		\$0	\$308,100	\$308,100	
	2013	HSIP (100%)	\$5,400,000	\$0	\$0	\$5,400,000	
	2017	HB2017		\$0	\$836,210	\$836,210	
	2021	STBG State (IDA)	\$6,151,611	\$704,079	\$0	\$6,855,690	
Totals >>			\$11,551,611	\$704,079	\$1,144,310	\$13,400,000	

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	2024	-					\$ -6,151,611	\$ -
State STBG	Y240	2024						\$ 4,384,020	\$ 4,384,020
HSIP	YS30	2024						\$ -5,400,000	\$ -
HSIP	YS30	2024						\$ 5,000,000	\$ 5,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,384,020	\$ 9,384,020
Note: HSIP originally programmed was 100% federal. It now includes a state match.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2024						\$ -704,079	\$ -
State (Y240)	Match	2024						\$ 451,880	\$ 451,880
State (YS30)	Match	2024						\$ 600,000	\$ 600,000
HB2017	S070	2024						\$ -836,210	\$ -
BIKEWAYS	S080	2024						\$ 308,100	\$ 308,100
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,359,980	\$ 1,359,980
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:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -13,400,000	\$ -13,400,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,744,000	\$ 10,744,000
Total Estimated Project Cost									\$ 10,744,000
Total Cost in Year of Expenditure:									\$ 10,744,000



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

MTIP Admin Modification
CHANGE NAME
 Update name to reflect split project delivery nature

Project #8

Project Name: ~~Council Creek Trail: Douglas St – Adams Ave~~
 Council Creek Regional Trail: Enhanced Pedestrian Crossings

Project Details Summary							
ODOT Key #	23254	RFFA ID:	50462	RTP ID:	10806	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71286	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The administrative modification updates the project name to include "Regional" as part of the name and to differentiate this project from the RAISE grant portion in Key 23549.

Why Changes May Proceed Administratively:

Minor technical changes such as s name or description updates that do not impact scope or fiscal constraint can occur administratively.

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

Short Description:

Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius & Hillsboro

MTIP Detailed Description (Internal Metro use only):

Provide car-free connection via multiuse path with wayfinding between Forest Grove and Hillsboro that allows users to avoid Tualatin Valley Highway. Trail will install new sidewalks on cross streets without sidewalks; habitat-friendly landscaping will be provided for placemaking and meeting stormwater management standards. Over 20 new crossings will be installed, some of which include pedestrian beacons, RRFBs, raised crosswalks, and lighting.

STIP Description:

Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.

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:	CMAQ		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQ	Y400	2025		\$ 1,923,600					\$ 1,923,600
CMAQ	Y400	2027			\$ 87,400				\$ 87,400
CMAQ	Y400	2029					\$ 489,000		\$ 489,000
STBG-U	Y230	2029					\$ 3,011,000		\$ 3,011,000
Federal Totals:			\$ -	\$ 1,923,600	\$ 87,400	\$ -	\$ 3,500,000	\$ -	\$ 5,511,000
Note: HSIP in PE and Construction is 100% federal									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 220,165					\$ 220,165
Other	OTH0	2025		\$ 57,835					\$ 57,835
Local	Match	2027			\$ 10,003				\$ 10,003
Other	OTH0	2027			\$ 2,597				\$ 2,597
Local (Y400)	Match	2029					\$ 55,968		\$ 55,968
Local (Y230)	Match	2029					\$ 344,622		\$ 344,622
Other	Match	2029					\$ 97,809		\$ 97,809
Local Totals:			\$ -	\$ 278,000	\$ 12,600	\$ -	\$ 498,400	\$ -	\$ 568,835

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000
Amended Programming Totals	\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000
Total Estimated Project Cost							\$ 6,300,000
Total Cost in Year of Expenditure:							\$ 6,300,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 220,165	\$ 10,003	\$ -	\$ 400,591	\$ -	\$ 630,759
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	\$ -	\$ 1,923,600	\$ 87,400	\$ -	\$ 3,500,000	\$ -	\$ 5,511,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 278,000	\$ 12,600	\$ -	\$ 498,400	\$ -	\$ 789,000
Total	\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	87.4%	87.4%	0.0%	87.5%	0.0%	87.48%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	12.6%	12.6%	0.0%	12.5%	0.0%	12.52%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	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%	30.53%	1.39%	0.0%	55.6%	0.0%	87.48%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	4.41%	0.20%	0.0%	7.91%	0.0%	12.52%
Total	0.0%	34.95%	1.6%	0.0%	63.5%	0.0%	100.00%

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

						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: Key 23254 will be completed in conjunction with Key 23549 (RAISE grant portion).							

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	3	(PE) Preliminary Engineering (NEPA) activities initiated	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
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
Includes	Council Creek		Douglas Street		Dennis Ave
	Regional Trail		Forest Grove		Hillsboro

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 - Yes in some regions. Therefore overall = Yes People of Color (POC) = Yes Limited English (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
Notes							

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Local or state funds committed by the lead agency above the required minimum match to the federal funds in support of a specific project phase. Also referred to as "overmatch" funding.
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	Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

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ODOT Key: 23254 | MTIP ID: 71286

Council Creek Trail: Douglas St - Adams Ave - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2025		\$1,923,600	\$220,165	\$57,835	\$2,201,600	<input type="checkbox"/>
	2025	CMAQ - URBAN	\$1,923,600	\$220,165	\$57,835	\$2,201,600	
Purchase right of way	2027		\$87,400	\$10,003	\$2,597	\$100,000	<input type="checkbox"/>
	2027	CMAQ - URBAN	\$87,400	\$10,003	\$2,597	\$100,000	
Construction	2029		\$3,500,000	\$400,590	\$97,809	\$3,998,399	<input type="checkbox"/>
	2029	STBG-URBAN	\$3,011,000	\$344,622		\$3,355,622	
	2029	CMAQ - URBAN	\$489,000	\$55,968	\$97,809	\$642,777	
Totals >>			\$5,511,000	\$630,758	\$158,241	\$6,299,999	