



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 26, 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 #4
AM24-08-FEB4 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 #4 Admin Mod is under amendment number AM24-08-FEB4 and contains 5 projects.

Key	Lead Agency	Name	Change
21617	ODOT	OR8: SE Brookwood Ave- OR217 OR8: SW 198th Ave - OR217	<u>COST INCREASE:</u> Add \$553k to the project, create UR and OT phases, decrease cons and increase PE. Update name as well.
21598	ODOT	OR224: SE 17th Ave - SE Rusk Road	<u>ADD PHASE</u> The admin mod creates a new Other phase by drawing \$220,100 from the construction phase for the non-construction phase scope item
22603	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps I-405 Fremont Bridge (Willamette River) East & West Ramps	<u>MINOR SCOPE CHANGE</u> The administrative modification adjusts the project scope to include the EB ramps as part of the painting scope of work. Including both ramps will produce a more efficient deliverable outcome
20304	Portland	City of Portland Safety Project	<u>ADVANCE PHASE:</u> The admin mod advances the ROW phase from FFY 2025 to FFY 2024.
19358	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	<u>MINOR COST CHANGE:</u> The admin mod adds local other funds to the PE to support required activities

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 #4 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
COST INCREASE
 Add \$553k to project, create UR
 and OT phases

Project #1

Project Name: ~~OR8: SE Brookwood Ave - OR217~~
 OR8: SW 198th Ave - OR217

Project Details Summary							
ODOT Key #	21617	RFFA ID:	N/A	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71171	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-08-FEB4		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod adds \$553,025 to the project to support added PE requirements, create a new UR and Other phase. The construction phase is reduced. The ROW phase is canceled. The name and long description are updated as well. The net cost change to the project is 12.3% and is less than the 30% threshold for cost changes. The construction phase is reduced, but per the update phase cost estimate, backfill is not required.

Why Changes May Proceed Administratively:

Cost changes less than 30% may occur administratively. Adding new phases (except construction) also may occur administratively

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

Short Description:

Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

MTIP Detailed Description (Internal Metro use only):

~~Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.~~

In Beaverton and on OR8/Tualatin Valley Highway between MP 2.85 and MP 7.28 (SW 198th Ave to OR217), Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

STIP Description:

Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Z001	2021	—	\$ 403,930					\$ -
NHPP	M001 Y001 Z0E1	2021		\$ 767,154					\$ 767,154
REDIST	Z030	2021		\$ 329,321					\$ 329,321
NHPP	Z001	2024			\$ 28,199				\$ -
NHPP	Y001	2024				\$ 10,768			\$ 10,768
NHPP	Z001	2024					\$ 3,091,714		\$ -
NHPP	Y001	2024					\$ 2,819,767		\$ 2,819,767
NHPP	Y001	2024						\$ 93,091	\$ 93,091
Federal Totals:			\$ -	\$ 1,096,475	\$ -	\$ 10,768	\$ 2,819,767	\$ 93,091	\$ 4,020,101

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2021		\$ 46,232					\$ -
State (NHPP)	Match	2021		\$ 87,804					\$ 87,804
State (REDIST)	Match	2021		\$ 37,692					\$ 37,692
State	Match	2024			\$ 3,228				\$ -
State	Match	2024				\$ 1,232			\$ 1,232
State	Match	2024					\$ 353,861		\$ -
State	Match	2024					\$ 322,735		\$ 322,735
State	Match	2024						\$ 10,655	\$ 10,655
State Totals:			\$ -	\$ 125,496	\$ -	\$ 1,232	\$ 322,735	\$ -	\$ 460,118

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:	\$ -	\$ 450,162	\$ 31,427	\$ -	\$ 3,445,575	\$ -	\$ 3,927,164
Amended Programming Totals	\$ -	\$ 1,221,971	\$ -	\$ 12,000	\$ 3,142,502	\$ 103,746	\$ 4,480,219
Total Estimated Project Cost							\$ 4,480,219
Total Cost in Year of Expenditure:							\$ 4,480,219

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:	\$ -	\$ 771,809	\$ (31,427)	\$ 12,000	\$ (303,073)	\$ 103,746	\$ 553,055
Phase Change Percent:	0.0%	171.5%	100.0%	100.0%	-8.8%	100.0%	12.3%
Amended Phase Matching Funds:	\$ -	\$ 125,496	\$ -	\$ 1,232	\$ 322,735	\$ 10,655	\$ 460,118
Amended Phase Matching Percent:	N/A	10.27%	N/A	10.27%	10.27%	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,096,475	\$ -	\$ 10,768	\$ 2,819,767	\$ 93,091	\$ 4,020,101
State	\$ -	\$ 125,496	\$ -	\$ 1,232	\$ 322,735	\$ 10,655	\$ 460,118
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,221,971	\$ -	\$ 12,000	\$ 3,142,502	\$ 103,746	\$ 4,480,219

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.00%	89.73%	0.0%	89.73%	89.73%	89.73%	89.73%
State	0.0%	10.27%	0.0%	10.27%	10.27%	10.27%	10.27%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.47%	0.0%	0.24%	62.9%	2.1%	89.73%
State	0.0%	2.80%	0.0%	0.03%	7.2%	0.2%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	27.27%	0.0%	0.27%	70.14%	2.32%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,221,971					Aid ID
Federal Funds Obligated:		\$ 1,096,475					S100(069)
EA Number:		N/A					FHWA or FTA
Initial Obligation Date:		N/A					FTA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					TrAMS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-23-AUG2
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR8	2.85	7.28	4.43
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Tualatin Valley Highway		SW 198th Ave		OR217

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	X	
Notes							

Fund Codes References

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

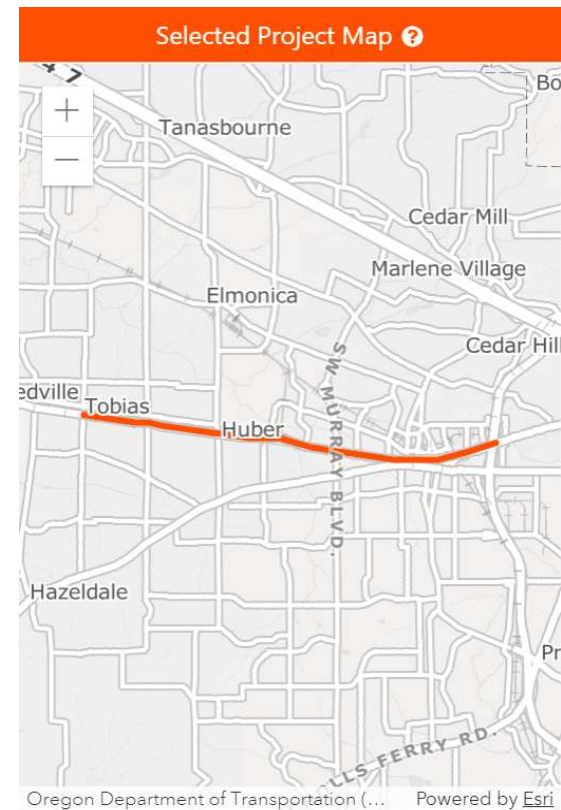
MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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: **21617** 2024-2027 STIP
Project Name: **OR8: SW 198th Ave - OR217** (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	M001	NHPP	36.84%	450,162.00	89.73%	403,930.35	10.27%	46,231.65	0.00%	0.00
	Y001	National Highway Perf I/JA	19.65%	240,162.35	89.73%	215,497.68	10.27%	24,664.67	0.00%	0.00
	Z030	Redistribution of Certain Authorized Funds	30.04%	367,013.19	89.73%	329,320.94	10.27%	37,692.25	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	13.47%	164,633.46	89.73%	147,725.60	10.27%	16,907.86	0.00%	0.00
	PE Totals			100.00%	1,221,971.00		1,096,474.57		125,496.43	
RW	Y001	National Highway Perf I/JA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00	0.00
UR	Y001	National Highway Perf I/JA	100.00%	12,000.00	89.73%	10,767.60	10.27%	1,232.40	0.00%	0.00
	UR Totals			100.00%	12,000.00		10,767.60		1,232.40	0.00
CN	Y001	National Highway Perf I/JA	100.00%	3,142,502.00	89.73%	2,819,767.04	10.27%	322,734.96	0.00%	0.00
	CN Totals			100.00%	3,142,502.00		2,819,767.04		322,734.96	0.00
OT	Y001	National Highway Perf I/JA	100.00%	103,746.00	89.73%	93,091.29	10.27%	10,654.71	0.00%	0.00
	OT Totals			100.00%	103,746.00		93,091.29		10,654.71	0.00
Grand Totals					4,480,219.00		4,020,100.50		460,118.50	0.00



Cost Estimate Summary Report

Cost Estimate

Cost Estimate Name: K21617_ADVANCE_01
Description: 21617_ADVANCE_EST

Date Items Last Updated: 12/18/2023
Estimated By: Eva Norwood
Estimate Phase: Advanced Plans
Estimate Type: Merged

Cost Category Breakdown

Biddable Items:	\$1,455,348.35	<i>Items the construction contractor bids on.</i>
Construction Contingency:	\$50,937.19	<i>Req'd per PD-08, 3.5% of biddable items.</i>
Bid Item Inflation:	\$0.00	<i>Use if applicable. Req'd = \$0 at PS&E.</i>
Typical Section Profiles (TSP):	\$0.00	<i>Currently not in use. Req'd = \$0 at PS&E.</i>
Anticipated Items:	\$107,849.60	<i>Approved construction items that are non-biddable.</i>
Construction Engineering:	\$665,572.27	
Design Contingency:	\$673,980.11	<i>Contingency for remaining design work. Req'd = \$0 at PS&E</i>
Total Estimated Construction (CN) Budget Needed:	\$2,953,687.52	<i>Estimate used on PS&E Checklist</i>
Non-Construction Costs:	\$0.00	
CN-Phase and Non-Construction Costs (if inc.):	\$2,953,687.52	

Costs Details

Construction Contingency:	3.50%	\$50,937.19	<i>Applied to biddable items.</i>
Design Contingency:	30.24%	\$673,980.11	<i>Applied to biddables, Anticipated Items & Const. Engr.</i>

Typical Section Profile Costs:	\$0.00	Name	Description	Cost
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Non Construction Costs:	\$0.00	Name	Description	Cost
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Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Admin Modification
ADD PHASE
 Add Other phase and update prior obligated funds

Project #2

Project Name:	OR224: SE 17th Ave - SE Rusk Road
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Project Details Summary							
ODOT Key #	21598	RFFA ID:	N/A	RTP ID:	12094	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:		AM24-08-FEB4		STIP Amendment ID:		24-27-0841	

Summary of Amendment Changes Occurring:

The admin mod creates a new Other phase by drawing \$220,100 from the construction phase for the non-construction phase scope item. The admin mod also updates the prior obligated fund codes. The impact to the construction phase is minor. No backfill is required per an updated construction phase cost estimate. A small 1% cost change to the project is occurring as a result of the other changes. The project description is updated as well. There is no scope change occurring.

Why Changes May Proceed Administratively:

Adding a new phase other than construction may occur administratively. The net cost change also is less than the 20% threshold

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

Short Description:

~~Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel.~~
Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. The work includes bridge paving and joint replacement. Improve or install curb ramps to current standards.

MTIP Detailed Description (Internal Metro use only):

~~Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel.~~
On OR 224 from SE 17th Ave west of OR99E south to Rusk Rd (approximately 2.73 miles - MP -0.01 to MP 2.72, Milwaukie south to OR213/82nd Ave), Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. The work includes bridge paving and joint replacement. Improve or install curb ramps to current standards.

STIP Description:

Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. The work includes bridge paving and joint replacement. Improve or install curb ramps to current standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	BRIDGE, PRESRV		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Z001	2022		-\$ 2,355,574					\$ -
State STBG	Y240	2022		-\$ 732,742					\$ -
NHPP	Z001	2021		\$ 824,667					\$ 824,667
NHPP	Z0E1	2021		\$ 2,263,649					\$ 2,263,649
NHPP	Z001	2023			-\$ 245,860				\$ -
NHPP	Z001	2023			\$ 17,946				\$ 17,946
NHPP	Y001	2023			\$ 31,406				\$ 31,406
State STBG	Y240	2024						\$ 197,496	\$ 197,496
State STBG	Y240	2025				-\$ 84,346			\$ -
NHPP	Y001	2025				\$ 84,346			\$ 84,346
NHPP	Z001	2025					-\$ 660,875		\$ -
NHPP	Y001	2025					\$ 660,875		\$ 660,875
State STBG	Y240	2025					-\$ 16,775,375		\$ -
State STBG	Y240	2025					\$ 16,577,880		\$ 16,577,880
Federal Totals:			\$ -	\$ 3,088,316	\$ 49,352	\$ 84,346	\$ 17,238,755	\$ 197,496	\$ 20,658,265

Note: NHPP (Y001) in Cons is 100% federal.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z001)	Match	2022		\$ 269,606					\$ -
State (Y240)	Match	2022		\$ 83,866					\$ -
State (Z001)	Match	2021		\$ 94,387					\$ 94,387
State (Z0E1)	Match	2021		\$ 259,085					\$ 259,085
State (Z001)	Match	2023			\$ 28,140				\$ -
State (Z001)	Match	2023			\$ 2,054				\$ 2,054
State (Y001)	Match	2023			\$ 3,595				\$ 3,595
HB2017	S070	2024						\$ 22,604	\$ 22,604
State (Y240)	Match	2025				\$ 9,654			\$ -
HB2017	S070	2025				\$ 9,654			\$ 9,654
State (Z001)	Match	2025					\$ 75,640		\$ -
State (Y240)	Match	2025					\$ 1,920,017		\$ -
HB2017	S070	2025					\$ 1,973,053		\$ 1,973,053
State Totals:			\$ -	\$ 353,472	\$ 5,649	\$ 9,654	\$ 1,973,053	\$ 22,604	\$ 2,364,431

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:	\$ -	\$ 3,441,788	\$ 274,000	\$ 94,000	\$ 19,431,907	\$ -	\$ 23,241,695
Amended Programming Totals	\$ -	\$ 3,441,788	\$ 55,001	\$ 94,000	\$ 19,211,808	\$ 220,100	\$ 23,022,696
Total Estimated Project Cost							\$ 23,022,696
Total Cost in Year of Expenditure:							\$ 23,022,696

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)	\$ (218,999)	\$ (0)	\$ (220,099)	\$ 220,100	\$ (218,999)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,088,316	\$ 49,352	\$ 84,346	\$ 17,238,755	\$ 197,496	\$ 20,658,265
State	\$ -	\$ 353,472	\$ 5,649	\$ 9,654	\$ 1,973,053	\$ 22,604	\$ 2,364,431
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 3,441,788	\$ 55,001	\$ 94,000	\$ 19,211,808	\$ 220,100	\$ 23,022,696

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	13.41%	0.21%	0.37%	74.88%	0.86%	89.73%
State	0.0%	1.54%	0.02%	0.04%	8.57%	0.10%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	14.95%	0.24%	0.41%	83.4%	1.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 3,441,788	\$ 55,001				Aid ID
Federal Funds Obligated:		\$ 3,088,316	\$ 49,352				S171(051)
EA Number:		PE003310	R9903000				FHWA or FTA
Initial Obligation Date:		7/7/2021	8/8/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	12/2022	Last MTIP Amend Num	AM23-06-DEC3
Last Amendment Action	MINOR SCOPE CHANGE: The Monroe intersection scope element is removed to avoid overlapping conflicts with Key 21606 resulting is funding adjustments to the ROW phase. The net cost change is 6.84% and less than the 20% threshold						

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	OR224	-0.01	2.72	2.73	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	OR224/Milwaukie Expressway		SE 17th Ave		SE Rusk Rd	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						

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

Fund Codes References	
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)]
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.
HB2017	State funds that originate from the approved HB2017 Legislation

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.

Key Number: 21598

2024-2027 STIP

Project Name: OR224: SE 17th Ave - SE Rusk Road

(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	Z001	NATIONAL HIGHWAY PERF FAST	26.70%	919,054.00	89.73%	824,667.15	10.27%	94,386.85	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	73.30%	2,522,734.00	89.73%	2,263,649.22	10.27%	259,084.78	0.00%	0.00
	PE Totals		100.00%	3,441,788.00		3,088,316.37		353,471.63		0.00
RW	Y001	National Highway Perf IJJA	63.64%	35,000.00	89.73%	31,405.50	10.27%	3,594.50	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	36.36%	20,000.00	89.73%	17,946.00	10.27%	2,054.00	0.00%	0.00
	RW Totals		100.00%	55,000.00		49,351.50		5,648.50		0.00
UR	S070	HB2017 Funding Package	10.27%	9,653.80	0.00%	0.00	100.00%	9,653.80	0.00%	0.00
	Y001	National Highway Perf IJJA	89.73%	84,346.20	100.00%	84,346.20	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	94,000.00		84,346.20		9,653.80		0.00
CN	S070	HB2017 Funding Package	10.27%	1,973,052.58	0.00%	0.00	100.00%	1,973,052.58	0.00%	0.00
	Y001	National Highway Perf IJJA	3.44%	660,874.91	100.00%	660,874.91	0.00%	0.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	86.29%	16,577,879.51	100.00%	16,577,879.51	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	19,211,807.00		17,238,754.42		1,973,052.58		0.00
OT	S070	HB2017 Funding Package	10.27%	22,604.27	0.00%	0.00	100.00%	22,604.27	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	89.73%	197,495.73	100.00%	197,495.73	0.00%	0.00	0.00%	0.00
	OT Totals		100.00%	220,100.00		197,495.73		22,604.27		0.00
Grand Totals				23,022,695.00		20,658,264.22		2,364,430.78		0.00



Cost Estimate Summary Report

Cost Estimate

Cost Estimate Name: 21598_Prelim_01

Date Items Last Updated: 12/06/2023

Description: This is the required ODOT Cost Estimate template.
Standardized naming convention: <key number>_<phase>_<version>, e.g. "21345_DAP_01"

Estimated By: Rachel Fast

Estimate Phase: Preliminary Plans

Estimate Type: Merged

Cost Category Breakdown

Biddable Items:	\$7,599,973.17	Items the construction contractor bids on.
Construction Contingency:	\$265,999.11	Req'd per PD-08, 3.5% of biddable items.
Bid Item Inflation:	\$0.00	Use if applicable. Req'd = \$0 at PS&E.
Typical Section Profiles (TSP):	\$0.00	Currently not in use. Req'd = \$0 at PS&E.
Anticipated Items:	\$389,641.67	Approved construction items that are non-biddable.
Construction Engineering:	\$2,631,363.09	
Design Contingency:	\$4,545,778.55	Contingency for remaining design work. Req'd = \$0 at PS&E
Total Estimated Construction (CN) Budget Needed:	\$15,432,755.59	Estimate used on PS&E Checklist
Non-Construction Costs:	\$0.00	
CN-Phase and Non-Construction Costs (if inc.):	\$15,432,755.59	



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

MTIP Admin Modification
MINOR SCOPE CHANGE
 Add east ramps as part of painting scope

Project #3

Project Name: ~~I-405 Fremont Bridge (Willamette River) West Ramps~~
I-405 Fremont Bridge (Willamette River) East & West Ramps

Project Details Summary							
ODOT Key #	22603	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71274	CDS ID:	N/A	Bridge #:	8958	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-08-FEB4		STIP Amendment ID:		24-27-0668	

Summary of Amendment Changes Occurring:

The administrative modification adjusts the project scope to include the EB ramps as part of the painting scope of work. Including both ramps will produce a more efficient deliverable outcome. There is no change in project cost or the additions/removals of other type of scope elements. The project location remains the same as well. The major scope element is painting which is an exempt scope item in 40 CFR 93.126, Table Safety - Pavement resurfacing and/or rehabilitation. As such, Key 22603 is eligible to be a PGB and functions this way. Adding the EB ramps as part of the scope is an adjustment in site locations and considered a minor scope change. The project name and description is updated as well.

Why Changes May Proceed Administratively:

The Metro Amendment Matrix allows minor scope changes to occur administratively as long as the primary scope of work is still eligible under 40 CFR 93.126, Table 2, no major location or limits changes result, and there is no significant cost change from the scope adjustment.

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

Short Description:

~~Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.~~
Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

MTIP Detailed Description (Internal Metro use only):

On I-405 at MP 2.84 to MP 3.10 and US 30 from MP 1.24 to MP 1.26, paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland. (Note: Construction planned for FFY 2025 & 24-27 STIP, estimate at \$103.73 million)

On I-405 at MP 2.84 to MP 3.88 and US 30 from MP 1.26 to MP 1.46 plus MP 303.06 to MP 3.77, inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.. (Note: Construction planned for FFY 2025 in 24-27 STIP, estimate at \$103.73 million)

STIP Description:

Inspect the paint condition on all approach ramps, develop a schedule of painting phases, repaint the highest priority ramps.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Maintenance and Preservation
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									
NHPP	Y001	2023	—	-\$ 10,727,030					\$ -
NHPP	Y001	2023		\$ 10,437,394					\$ 10,437,394
NHPP	Y001	2025			-\$ 117,119				\$ -
NHPP	Y001	2025			\$ 113,957				\$ 113,957
Federal Totals:			\$ -	\$ 10,437,394	\$ 113,957	\$ -	\$ -	\$ -	\$ 10,551,351

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		-\$ 904,970					\$ -
State	Match	2023		\$ 1,194,606					\$ 1,194,606
State	Match	2025			-\$ 9,881				\$ -
HB2017	S070	2025			\$ 13,043				\$ 13,043
State Totals:			\$ -	\$ 1,194,606	\$ 13,043	\$ -	\$ -	\$ -	\$ 1,207,649

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:			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ -	\$ 11,759,000
Amended Programming Totals			\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ -	\$ 11,759,000
Total Estimated Project Cost									\$ 103,730,000
Total Cost in Year of Expenditure:									\$ 103,730,000
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		Yes	The project is short programmed. The construction phase is planned for FFY 2025 and will be added later.						
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%	0.0%	
Amended Phase Matching Funds:		\$ -	\$ 1,194,606	\$ 13,043	\$ -	\$ -	\$ -	\$ 1,207,649	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	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	\$ -	\$ 10,437,394	\$ 113,957	\$ -	\$ -	\$ -	\$ 10,551,351		
State	\$ -	\$ 1,194,606	\$ 13,043	\$ -	\$ -	\$ -	\$ 1,207,649		
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 11,632,000	\$ 127,000	\$ -	\$ -	\$ -	\$ 11,759,000		

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.27%	10.27%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	0.0%	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	0.00%	88.76%	1.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.16%	0.1%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	98.92%	1.1%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 11,632,000					Aid ID
Federal Funds Obligated:		\$ 10,437,394					S061(014)
EA Number:		PE003432					FHWA or FTA
Initial Obligation Date:		11/22/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS

						Estimated Project Completion Date:	12/31/2028
Completion Date Notes: The completion date is an estimate based on the construction phase obligating in FFY 2025.							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2023	Years Active	2	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not Applicable					

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-405	2.84	3.88	1.04
	Yes	US30	1.24	3.77	2.53

Cross Streets	Route or Arterial	Cross Street	Cross Street
	Fremont Bridge (I-405 + US30) Bridge #0895	Approaches - before and after	Approaches - before and after

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	

Notes

Fund Codes References

HB2017	State funds from the Oregon approved HB2017 Legislation supporting various types of transportation improvement projects.
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)]
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.

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)
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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: 22603

2024-2027 STIP

Project Name: I-405 Fremont bridge (Willamette River) East &

(PENDING 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	Y001	National Highway Perf IIIA	100.00%	11,632,000.00	89.73%	10,437,393.60	10.27%	1,194,606.40	0.00%	0.00
	PE Totals		100.00%	11,632,000.00		10,437,393.60		1,194,606.40		0.00
RW	S070	HB2017 Funding Package	10.27%	13,042.90	0.00%	0.00	100.00%	13,042.90	0.00%	0.00
	Y001	National Highway Perf IIIA	89.73%	113,957.10	100.00%	113,957.10	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	127,000.00		113,957.10		13,042.90		0.00
Grand Totals				11,759,000.00		10,551,350.70		1,207,649.30		0.00



Phase No. 1

- BR 08958D
- BR 08958F
- BR 08958I

Surface Area - 320,000 SF
 Project Duration - 24 months
 TOTAL COST - \$16.6M

Phase No. 2

- BR 08958E
- BR 08958G
- BR 08958H

Surface Area - 391,000 SF
 Project Duration - 24 months
 TOTAL COST - \$26.6M

Phase No. 3

- BR 08958J

Surface Area - 325,000 SF
 Project Duration - 18 months
 TOTAL COST - \$17.1M

Phase No. 4

- BR 08958K

Surface Area - 294,000 SF
 Project Duration - 18 months
 TOTAL COST - \$15.5M

BRIDGE NO.	BRIDGE NAME	PAINTED STEEL	BRIDGE COST	TOTAL COST
BR 08958	Hwy 61 over City Streets (E Fremont Approach)	294000 SF	\$10.3 M	\$15.5 M
BR 08958B	Hwy 61 over City Strs & RR (E Fremont Bridge Appr)	325000 SF	\$11.4 M	\$17.1 M
BR 08958D	Hwy 61 NB to Hwy 1 SB over Strs (E Fremont Intchgl)	104000 SF	\$3.5 M	\$5.3 M
BR 08958E	Hwy 1 NB to Hwy 61 SB over Conn (E Fremont Intchgl)	177000 SF	\$6.2 M	\$9.3 M
BR 08958F	Hwy 61 NB Conn (Kerby) over Hwy 1 (E Fremont Int)	174000 SF	\$4.3 M	\$6.5 M
BR 08958G	Hwy 61 NB Conn to Hwy 61 SB over Hwy 1 (E Fremont Int)	94000 SF	\$3.3 M	\$5.0 M
BR 08958H	Hwy 61 NB Conn to Hwy 1 NB over Hwy 1 (E Fremont Int)	120000 SF	\$4.2 M	\$6.3 M
BR 08958I	Hwy 1 SB Conn to Hwy 61 SB over Conn (E Fremont Int)	92000 SF	\$3.2 M	\$4.8 M

STRUCTURE NO. BRIDGE NO. CALG. BOOK R/W W.P. UNCLE/MS/DL DT/ENGR/NO.	DRAFT DESIGN ACCEPTANCE PLANS INFORMATION ONLY	OREGON DEPARTMENT OF TRANSPORTATION  Willamette River (Fremont) K20481: I-405 Willamette River (Fremont) Bridge Painting 1405 Multnomah County Designer: David Gibson Reviewer: JGA Drafter: Jason Davidson Checker: JCA
East Approach Ramps		SHEET NO. 00000

FILENAME LOCATION ***** DD-MMM-YYYY HH:MM USERNAME

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

Rotation: 0° Scale: 1/2"=1'-0"



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

MTIP Admin Modification
ADVANCE PHASE
 Advance ROW from FFY 2025 to
 FFY 2024

Project #4

Project Name:	City of Portland Safety Project
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Project Details Summary							
ODOT Key #	20304	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70944	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-08-FEB4		STIP Amendment ID:		24-27-0837	

Summary of Amendment Changes Occurring:

The admin mod advances the ROW phase from FFY 2025 to FFY 2024. There is no change in scope or cost. During December, the project was reviewed as part of the RYG reviews which determined the ROW needed to slip to FFY 2025. The slip was on the fence, but all felt the slip was a more accurate reflection of when ROW would obligated. Subsequent to the completion of the RYG slip review, the project has progressed sufficiently to determine that ROW can obligate before the end of FFY 2024. The ROW phase is now being corrected to reflect an obligation year of FFY 2024.

Why Changes May Proceed Administratively:

Per the Metro Amendment Matrix, advancing or slipping project phases within the constrained four-year period can occur administratively,

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

Short Description:

Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)

MTIP Detailed Description (Internal Metro use only):

ARTS PGB contains projects #10, #13, #16, #17, #18, #20, #21, #13H, #168H, #50H, #10H, and #175H to provide various safety improvements in Portland. Added funding pulled from Keys 20476, 20389, and 20334.

STIP Description:

Intersection improvements, upgrade curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Maintenance and Preservation
ODOT Work Type:	SAFETY		
Does the administrative modification change the project classification in the MTIP? No			

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	MS32 ZS30	2019	—	\$ 1,122,259					\$ -
HSIP	MS32 ZS30	2019		\$ 1,197,812					\$ 1,197,812
Sec 164	ZS32	2019		\$ 117,546					\$ -
Sec 164	ZS32	2019		\$ 41,993					\$ 41,993
HSIP	YS30	2025			\$ 111,586				\$ -
HSIP	YS30	2024			\$ 111,586				\$ 111,586
HSIP	YS30	2025				\$ 57,176			\$ 57,176
HSIP	YS30	2025					\$ 5,311,273		\$ 5,311,273
Federal Totals:			\$ -	\$ 1,239,805	\$ 111,586	\$ 57,176	\$ 5,311,273	\$ -	\$ 6,719,840

Note: ROW and UR slipped to FFY 2025 as part of mid-year slip amendment. ROW is now being advanced back to FFY 2024.

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 (HSIP)	Match	2019		\$ 94,678					\$ -
Local (HSIP)	Match	2019		\$ 101,052					\$ 101,052
Local (Sec164)	Match	2019		\$ 9,917					\$ -
Local (Sec164)	Match	2019		\$ 3,543					\$ 3,543
Local	Match	2025			\$ 9,414				\$ -
Local	Match	2024			\$ 9,414				\$ 9,414
Local	Match	2025				\$ 4,824			\$ 4,824
Local	Match	2025					\$ 448,077		\$ 448,077
									\$ -
Local Totals:				\$ 104,595	\$ 9,414	\$ 4,824	\$ 448,077	\$ -	\$ 566,910
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,344,400	\$ 121,000	\$ 62,000	\$ 5,759,350	\$ -	\$ 7,286,750
Amended Programming Totals			\$ -	\$ 1,344,400	\$ 121,000	\$ 62,000	\$ 5,759,350	\$ -	\$ 7,286,750
Total Estimated Project Cost									\$ 7,286,750
Total Cost in Year of Expenditure:									\$ 7,286,750

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,239,805	\$ 111,586	\$ 57,176	\$ 5,311,273	\$ -	\$ 6,719,840
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 104,595	\$ 9,414	\$ 4,824	\$ 448,077	\$ -	\$ 566,910
Total	\$ -	\$ 1,344,400	\$ 121,000	\$ 62,000	\$ 5,759,350	\$ -	\$ 7,286,750

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	92.22%	92.22%	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%	7.78%	7.78%	7.78%	0.0%	7.78%
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%	17.01%	1.5%	0.8%	72.9%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.4%	0.1%	0.1%	6.1%	0.0%	7.78%
Total	0.0%	18.45%	1.7%	0.9%	79.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,344,400					Aid ID
Federal Funds Obligated:		\$ 1,239,805					5900(307)
EA Number:		PE003132					FHWA or FTA
Initial Obligation Date:		8/27/2019					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2019	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-22-AUG1
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024. Update AC fund type codes with conversion codes						

Not if there are 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	
	N/A- Portland Regional PGB		N/A - Portland Regional PGB		N/A -Portland Regional	
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 The HSIP PGB is Portland Regional with no specific site locations identified.
						X	
Notes	The HSIP PGB is a regional bucket across the city of Portland. Specific eligible site locations to be defined later.						

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.
Section 164	A federal fund source that represent funds subject to the transfer penalty which include NHPP and STBG Program funds and apply to the following states: Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Missouri, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming. The funds are subject to transfer for a State in noncompliance with section 164 of Title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of Title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of Title 23, U.S.C. When programmed in the tip, they are considered a special type of HSIP funds.

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.

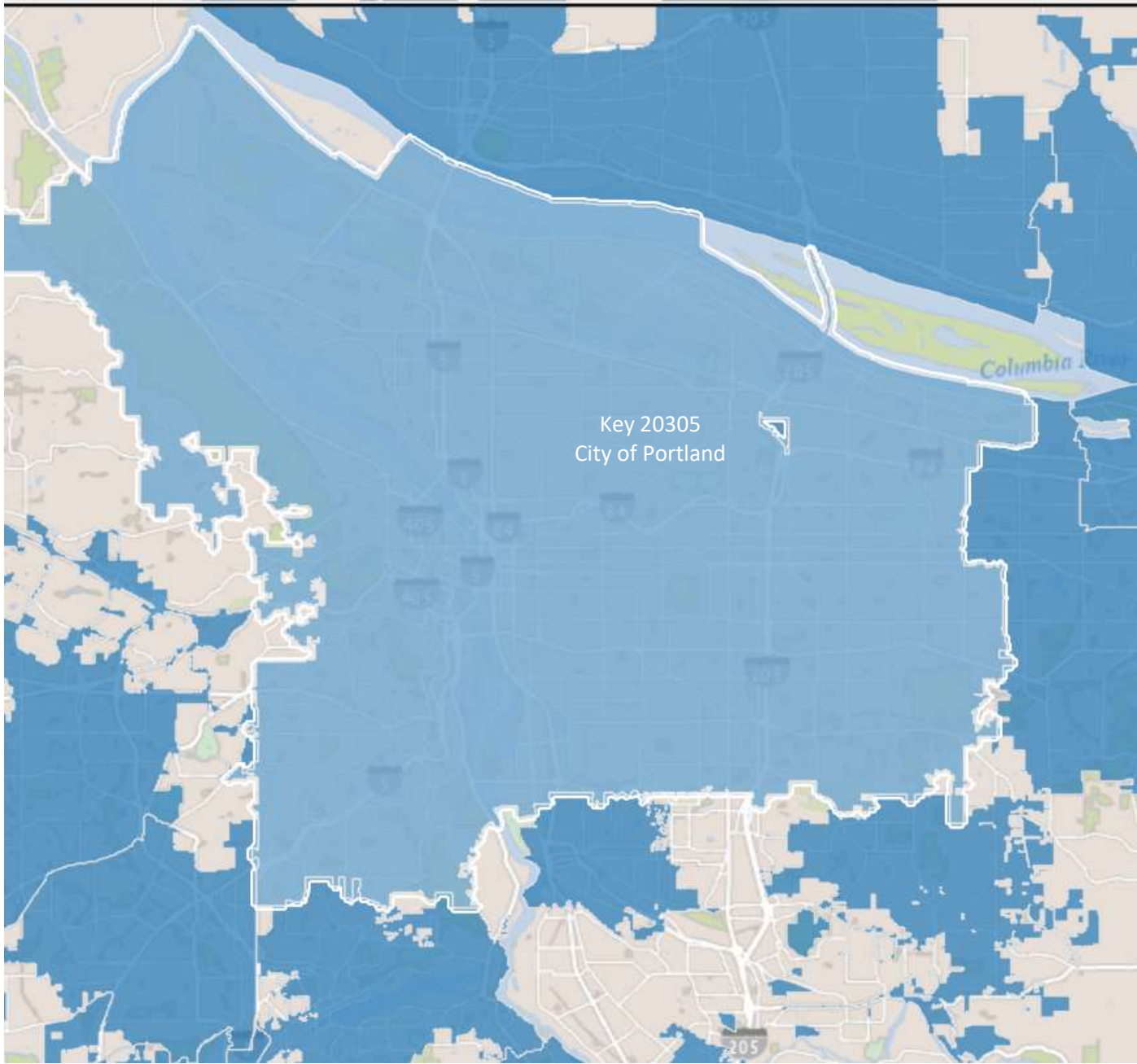
Key Number: 20304

2024-2027 STIP

Project Name: City of Portland safety project

(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	MS32	SEC 164 - HSIP ACTIV	6.09%	81,926.88	92.22%	75,552.97	0.00%	0.00	7.78%	6,373.91
	ZS30	HIGHWAY SAFETY IMP PROG FAST	90.52%	1,216,937.00	92.22%	1,122,259.30	0.00%	0.00	7.78%	94,677.70
	ZS32	SEC 164 PENALTIES HSIP FAST	3.39%	45,536.12	92.22%	41,993.41	0.00%	0.00	7.78%	3,542.71
	PE Totals			100.00%	1,344,400.00		1,239,805.68		0.00	
RW	OTH0	OTHER THAN STATE OR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	100.00%	121,000.00	92.22%	111,586.20	0.00%	0.00	7.78%	9,413.80
	RW Totals			100.00%	121,000.00		111,586.20		0.00	
UR	YS30	Highway Safety Imp Program IJJA	100.00%	62,000.00	92.22%	57,176.40	0.00%	0.00	7.78%	4,823.60
	UR Totals			100.00%	62,000.00		57,176.40		0.00	
CN	YS30	Highway Safety Imp Program IJJA	100.00%	5,759,350.00	92.22%	5,311,272.57	0.00%	0.00	7.78%	448,077.43
	CN Totals			100.00%	5,759,350.00		5,311,272.57		0.00	
Grand Totals				7,286,750.00		6,719,840.85		0.00		566,909.15





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

MTIP Admin Modification
MINOR COST CHANGE
 Add local overmatch to PE phase

Project #5

Project Name:	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.
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Project Details Summary							
ODOT Key #	19358	RFFA ID:	None	RTP ID:	11470	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70789	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-08-FEB4		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod adds local other funds to the PE to support required activities. The mod also updates the PE obligated funds. There is no scope change. The cost change is minor and is less than 1%.

Why Changes May Proceed Administratively:

Cost changes less than 1% may proceed as an administrative action.

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

Short Description:

Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.

MTIP Detailed Description (Internal Metro use only):

Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.

STIP Description:

Construct a new arterial roadway providing industrial freight access in the Basalt Creek planning area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600ft long bridge.

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	MODERN		
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	2016	—	\$ 5,562,879					\$ -
STBG-U	Z230	2016		\$ 2,757,000					\$ 2,757,000
HSIP	YS30	2016		\$ 2,805,879					\$ 2,805,879
Federal Totals:			\$ -	\$ 5,562,879	\$ -	\$ -	\$ -	\$ -	\$ 5,562,879

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2016	—	\$ 636,696					\$ -
Local	Match	2016		\$ 315,551					\$ 315,551
Local	Match	2016		\$ 321,145					\$ 321,145
Other	OTH0	2016		\$ 240,000					\$ 240,000
Other	OTH0	2024			\$ 4,001,000				\$ 4,001,000
Other	OTH0	2026					\$ 28,173,000		\$ 28,173,000
Local Totals:				\$ 876,696	\$ 4,001,000	\$ -	\$ 28,173,000	\$ -	\$ 33,050,696

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 6,199,575	\$ 4,001,000	\$ -	\$ 28,173,000	\$ -	\$ 38,373,575
Amended Programming Totals	\$ -	\$ 6,439,575	\$ 4,001,000	\$ -	\$ 28,173,000	\$ -	\$ 38,613,575
Total Estimated Project Cost							\$ 38,613,575
Total Cost in Year of Expenditure:							\$ 38,613,575
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Unclear						
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000
Phase Change Percent:	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.62%
Amended Phase Matching Funds:	\$ -	\$ 636,696	\$ -	\$ -	\$ -	\$ -	\$ 636,696
Amended Phase Matching Percent:	N/A	10.27%	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	\$ -	\$ 5,562,879	\$ -	\$ -	\$ -	\$ -	\$ 5,562,879
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 876,696	\$ 4,001,000	\$ -	\$ 28,173,000	\$ -	\$ 33,050,696
Total	\$ -	\$ 6,439,575	\$ 4,001,000	\$ -	\$ 28,173,000	\$ -	\$ 38,613,575
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.00%	86.4%	0.0%	0.0%	0.0%	0.0%	14.41%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	13.6%	100.0%	0.0%	100.0%	0.0%	85.59%
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	0.00%	14.41%	0.0%	0.0%	0.0%	0.0%	14.41%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	2.3%	10.4%	0.0%	73.0%	0.0%	85.59%
Total	0.0%	16.68%	10.4%	0.0%	73.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 6,439,575					Aid ID
Federal Funds Obligated:		\$ 5,562,879					
EA Number:		PE002708					FHWA or FTA
Initial Obligation Date:		8/16/2016					FHWA
EA End Date:		6/1/2028					FMIS or TRAMS
Known Expenditures:		\$ 2,972,764					FMIS
						Estimated Project Completion Date:	?
Completion Date Notes: Construction phase remains short funded. Completion date not specified as a result.							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	9	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	November 2022	Last MTIP Amend Num	AM22-06-NOV4
Last Amendment Action	FUND PHASE SHIFT Shift STBG from ROW to PE and backfill ROW						

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	
	Basalt Creek Pkwy		SW Grahams Ferry Rd		SW Boones Ferry Rd	
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes No equity focus area relationship noted
	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
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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

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

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

Project Budget Table

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1. Expended To Date	2. Phase	3. Current FFY*	4. Proposed FFY	5. Current Phase Total Estimate	6. Budget Adjustment (+/-)	7. Proposed Phase Total Estimate
	Preliminary Engineering (PE)	2016		\$6,259,574.94	\$180,000.00	\$6,439,574.94
	Right-of-Way (RW)	2024/2026	Draft Amendment +	\$4,001,000.00		\$4,001,000.00
	Construction (CN)	2026		28,173,000		28,173,000

*Federal Fiscal Year (FFY) is from Oct.1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.

