



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: March 5, 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 – March 2024 Admin Mod #1  
 AM24-09-MAR1 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 March #1 Admin Mod is under amendment number AM24-09-MAR1 and contains 6 projects.

Key	Lead Agency	Name	Change
22075	ODOT	Columbia Bottomlands Mitigation/Conservation	<b>PHASE SLIP:</b> Slip construction phase from FFY 2024 to FFY 2025.
21606	ODOT	OR224 at SE Monroe St	<b>PHASE SLIP:</b> Slip Construction phase to FFY 2025 and add Other phase.
21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits	<b>PHASE SLIP:</b> Slip Construction phase to FFY 2025.
21630	Portland	SE Stark St: 111th - 151st Ave (Portland)	<b>ADD PHASE:</b> The admin mod adds a small ROW phase by shifting PE funds to ROW in FFY 2025.
21635	Portland	SE Flavel St at 72nd Ave (Portland)	<b>ADD PHASE:</b> Add ROW phase and slip construction to FFY 2025
23463	TriMet	TriMet Transit Center EV Chargers	<b>MINOR CHANGE:</b> Minor technical funding corrections made to the ROW and Construction phases.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2024-27 MTIP for this admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov). Thank you for your time to review the March #1 FFY 2024 Administrative Modification.

*Kenneth F Lobeck*

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



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

MTIP Admin Modification  
**PHASE SLIP**  
 Slip Cons to FFY 2025

**Project #1**

<b>Project Name:</b>	<b>Columbia Bottomlands Mitigation/Conservation</b>
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Project Details Summary							
ODOT Key #	22075	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71150	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-09-MAR1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The admin mod slips the construction phase from FFY 2024 to FFY 2025.

**Why Changes May Proceed Administratively:**  
 Phase slips within constrained years may occur administratively.

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

**Short Description:**  
 Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species

**MTIP Detailed Description (Internal Metro use only):**  
 In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species

**STIP Description:**  
 Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Other	Other - Non-system Improvement	N/A	Other
ODOT Work Type:	ENVIRO		

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

**Phase Funding and Programming**

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

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	S010	2020		\$ 1,337,547					\$ 1,337,547
State	S010	2022			\$ 1,000,000				\$ 1,000,000
<del>State</del>	<del>S010</del>	<del>2024</del>					<del>\$ 1,550,000</del>		\$ -
State	S010	2025					\$ 1,550,000		\$ 1,550,000
<b>State Totals:</b>			\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547

**Local Funds**

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547
Amended Programming Totals	\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547
Total Estimated Project Cost							\$ 3,887,547
Total Cost in Year of Expenditure:							\$ 3,887,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,337,547	\$ 1,000,000	\$ -	\$ 1,550,000	\$ -	\$ 3,887,547

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
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%	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	34.4%	25.7%	0.0%	39.9%	0.0%	100.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	34.41%	25.7%	0.0%	39.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,337,547	\$ 1,000,000				Aid ID
Federal Funds Obligated:		\$ -	\$ -				S100(069)
EA Number:		BNKSTE15	BNKSTE16				FHWA or FTA
Initial Obligation Date:		2/25/2020	1/19/2022				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	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	2020	Years Active	5	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	February 2023	Last MTIP Amend Num	AM23-11-FEB3
Last Amendment Action	PHASE SLIP: Slip the construction phase and funding 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	
None	Not Applicable		Not Applicable		Not Applicable	

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

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes
	N/A						
Notes	This is an environmental mitigation type project. Performance measures do not appear to match up for this state funded project						

### Fund Codes References

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. For this project, the project is 100% state funded.
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### MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

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

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	1,337,547.00	0.00%	0.00	100.00%	1,337,547.00	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>1,337,547.00</b>		<b>0.00</b>		<b>1,337,547.00</b>		<b>0.00</b>
RW	S010	STATE		100.00%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00
	<b>RW Totals</b>			<b>100.00%</b>	<b>1,000,000.00</b>		<b>0.00</b>		<b>1,000,000.00</b>		<b>0.00</b>
CN	S010	STATE		100.00%	1,550,000.00	0.00%	0.00	100.00%	1,550,000.00	0.00%	0.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>1,550,000.00</b>		<b>0.00</b>		<b>1,550,000.00</b>		<b>0.00</b>
<b>Grand Totals</b>					<b>3,887,547.00</b>		<b>0.00</b>		<b>3,887,547.00</b>		<b>0.00</b>



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

MTIP Admin Modification  
**SLIP PHASE**  
 Slip Cons to FFY 2025 and add OT phase using Cons funds

**Project #2**

<b>Project Name:</b>	<b>OR224 at SE Monroe St</b>
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Project Details Summary							
ODOT Key #	21606	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71160	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-09-MAR1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod slips the construction phase to FFY 2025. It also creates a small Other phase by transferring \$334,201 from Cons to the OT phase, There is no scope or limits changes as a result of the other changes. TPC remains unchanged at \$4,010,284.

**Why Changes May Proceed Administratively:**

Slipping phases within constrained years is allowable as an administrative mod. Adding a new phase except construction also can occur administratively.

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	<b>Yes</b>

**Short Description:**

Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

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

Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

**STIP Description:**

Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.



**Project Classification Details**

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Systems Management, ITS, and Operations
ODOT Work Type:	OP-SSI, 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
<b>Federal Funds</b>									
Section 164	YS32	2021		\$ 307,018					\$ 307,018
<b>NHPP</b>	<b>Z001</b>	<b>2024</b>						\$ 299,879	\$ 299,879
<del>NHPP</del>	<del>Z001</del>	<del>2024</del>					<del>\$ 1,927,719</del>		\$ -
<b>NHPP</b>	<b>Z001</b>	<b>2025</b>					\$ 1,627,840		\$ 1,627,840
<del>AC-HSIP</del>	<del>ACPO</del>	<del>2024</del>					<del>\$ 833,755</del>		\$ -
<b>AC-HSIP</b>	<b>ACPO</b>	<b>2025</b>					\$ 833,755		\$ 833,755
<b>Federal Totals:</b>			\$ -	\$ 307,018	\$ -	\$ -	\$ 2,461,595	\$ 299,879	\$ 3,068,492
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2021		\$ 25,901					\$ 25,901
St ADVCON	ACPO	2021		\$ 599,828					\$ 599,828
<b>State</b>	<b>Match</b>	<b>2024</b>						\$ 34,322	\$ 34,322
<del>State</del>	<del>Match</del>	<del>2024</del>					<del>\$ 220,636</del>		\$ -
<b>State (2001)</b>	<b>Match</b>	<b>2025</b>					\$ 186,314		\$ 186,314
<del>State (AC)</del>	<del>Match</del>	<del>2024</del>					<del>\$ 95,427</del>		\$ -
<b>State (AC)</b>	<b>Match</b>	<b>2025</b>					\$ 95,427		\$ 95,427
<b>State Totals:</b>			\$ -	\$ 625,729	\$ -	\$ -	\$ 281,741	\$ 34,322	\$ 941,792

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 932,747	\$ -	\$ -	<del>\$ 3,077,537</del>	\$ -	\$ 4,010,284
Amended Programming Totals	\$ -	\$ 932,747	\$ -	\$ -	\$ 2,743,336	\$ 334,201	\$ 4,010,284
Total Estimated Project Cost							\$ 4,010,284
Total Cost in Year of Expenditure:							\$ 4,010,284

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:	\$ -	\$ -	\$ -	\$ -	\$ (334,201)	\$ 334,201	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-12.2%	100.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 25,901	\$ -	\$ -	\$ 281,741	\$ 34,322	\$ 341,964
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	10.27%	10.27%	10.03%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 307,018	\$ -	\$ -	\$ 2,461,595	\$ 299,879	\$ 3,068,492
State	\$ -	\$ 625,729	\$ -	\$ -	\$ 281,741	\$ 34,322	\$ 941,792
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 932,747	\$ -	\$ -	\$ 2,743,336	\$ 334,201	\$ 4,010,284

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	32.92%	0.0%	0.0%	89.73%	89.73%	76.52%
State	0.0%	67.08%	0.0%	0.0%	10.27%	10.27%	23.48%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
<b>Total</b>	0.0%	100.0%	0.0%	0.0%	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%	7.66%	0.0%	0.0%	61.38%	7.48%	76.52%
State	0.0%	15.6%	0.0%	0.0%	7.03%	0.86%	23.48%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	23.26%	0.0%	0.0%	68.4%	8.3%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal Aid ID
Total Funds Obligated		\$ 932,747					
Federal Funds Obligated:		\$ 307,018					
EA Number:		PE003243					FHWA or FTA
Initial Obligation Date:		10/16/2024					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	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	December 2023	Last MTIP Amend Num	AM23-06-DEC3
Last Amendment Action	CANCEL PHASE The administrative modification cancels the ROW and Other/UR phases. Minor fund corrections are also made to the PE and Construction phases. The total project cost and scope remain unchanged at \$4,010,284.						

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	0.78	0.78	0
Cross Streets	Route or Arterial		Cross Street		Cross Street
	OR224/Milwaukie Expressway		OR224/Milwaukie Expressway		SE Monroe Street

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

**Performance Measurements Monitoring**

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes
	X				X	X	Not located in any designated equity focus areas
Notes							

**Fund Codes References**

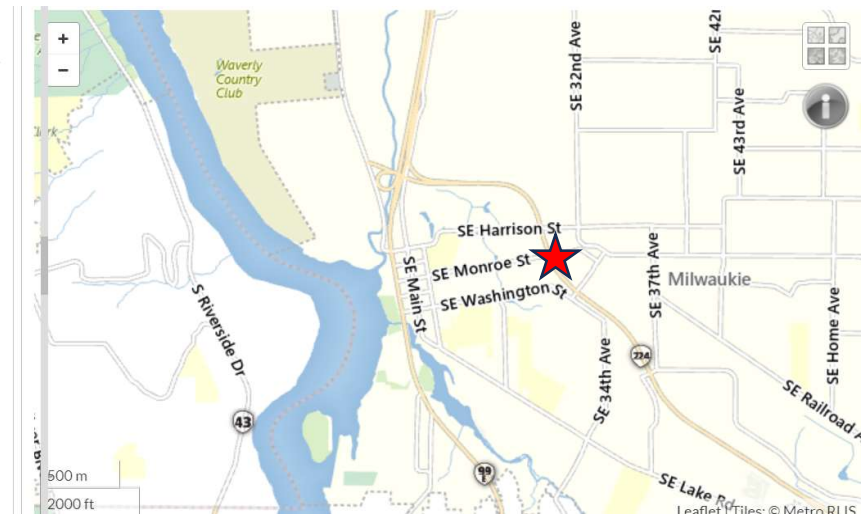
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
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.
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)]

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

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



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	64.31%	599,828.00	0.00%	0.00	100.00%	599,828.00	0.00%	0.00
	YS32	HSIP Section 164 penalties IJJA	35.69%	332,919.00	92.22%	307,017.90	7.78%	25,901.10	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>932,747.00</b>		<b>307,017.90</b>		<b>625,729.10</b>		<b>0.00</b>
RW	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
UR	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>UR Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
CN	ACPO	ADVANCE CONSTRUCT PR	33.87%	929,182.00	89.73%	833,755.01	10.27%	95,426.99	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	66.13%	1,814,154.00	89.73%	1,627,840.38	10.27%	186,313.62	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>2,743,336.00</b>		<b>2,461,595.39</b>		<b>281,740.61</b>		<b>0.00</b>
OT	Z001	NATIONAL HIGHWAY PERF FAST	100.00%	334,201.00	89.73%	299,878.56	10.27%	34,322.44	0.00%	0.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>334,201.00</b>		<b>299,878.56</b>		<b>34,322.44</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>4,010,284.00</b>		<b>3,068,491.85</b>		<b>941,792.15</b>		<b>0.00</b>





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

MTIP Admin Modification  
**SLIP PHASE**  
 Slip Construction from FFY 2024 to  
 FFY 2025

**Project #3**

<b>Project Name:</b>	<b>US26 (Powell Blvd): SE 99th - East City Limits</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>21178</b>	RFFA ID:	N/A	RTP ID:	11742	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71033</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-09-MAR1</b>		STIP Amendment ID:		24-27-0799	

**Summary of Amendment Changes Occurring:**

The administrative modification slips the construction phase from FFY 2024 to FFY 2025. There is no change in scope, location, or cost.

**Why Changes May Proceed Administratively:**

Phase slips within constrained years may occur administratively.

<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Direct Recipient Delivery:</b>	Yes

**Short Description:**

On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.

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

On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 122th Ave to SE 136th Ave which is in Key 19690 . (HB2017 awarded project, \$110,000,000 original award) (\$66 million in construction in 2022)



**STIP Description:**

Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility and to add enhanced pedestrian and bike crossings. This project is intended to provide a safer continuous travel facility for multiple modes of travel and allow for a more connected neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
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
<b>Federal Funds</b>									
NHPP	Y001	2018		\$ 1,435,680					\$ 1,435,680
State STBG	Y240	2020			\$ 256,936				\$ 256,936
NHPP	Y001	2022						\$ 623,624	\$ 623,624
AC-HB2017	ACPO	2023				\$ 1,004,167			\$ 1,004,167
<del>State STBG</del>	<del>Y240</del>	<del>2024</del>					<del>\$ 11,143,260</del>		\$ -
State STBG	Y240	2025					\$ 11,143,260		\$ 11,143,260
<del>AC-HB2017</del>	<del>ACPO</del>	<del>2024</del>					<del>\$ 54,580,939</del>		\$ -
AC-HB2017	ACPO	2025					\$ 54,580,939		\$ 54,580,939
<b>Federal Totals:</b>			\$ -	\$ 1,435,680	\$ 256,936	\$ 1,004,167	\$ 65,724,199	\$ 623,624	\$ 69,044,606

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 (Y001)	Match	2018		\$ 164,320					\$ 164,320
ACS-HB2017	ACPO	2018		\$ 16,346,000					\$ 16,346,000
State (Y240)	Match	2020			\$ 29,407				\$ 29,407
ACS-HB2017	ACPO	2020			\$ 24,040,000				\$ 24,040,000
HB2017	S070	2020			\$ 814,000				\$ 814,000
State (Y001)	Match	2022						\$ 71,377	\$ 71,377
HB2107	S070	2022						\$ 1,000,000	\$ 1,000,000
State (ACPO)	Match	2023				\$ 114,931			\$ 114,931
<del>State (Y240)</del>	<del>Match</del>	<del>2024</del>					<del>\$ 1,275,396</del>		\$ -
State (Y240)	Match	2025					\$ 1,275,396		\$ 1,275,396
<del>State (ACPO)</del>	<del>Match</del>	<del>2024</del>					<del>\$ 6,247,033</del>		\$ -
State (ACPO)	Match	2025					\$ 6,247,033		\$ 6,247,033
State Totals:			\$ -	\$ 16,510,320	\$ 24,883,407	\$ 114,931	\$ 7,522,429	\$ 1,071,377	\$ 50,102,464
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2018		\$ 231,500					\$ 231,500
Local Totals:				\$ 231,500	\$ -	\$ -	\$ -	\$ -	\$ 231,500
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 18,177,500	\$ 25,140,343	\$ 1,119,098	\$ 73,246,628	\$ 1,695,001	\$ 119,378,570
Amended Programming Totals			\$ -	\$ 18,177,500	\$ 25,140,343	\$ 1,119,098	\$ 73,246,628	\$ 1,695,001	\$ 119,378,570
Total Estimated Project Cost									\$ 119,378,570
Total Cost in Year of Expenditure:									\$ 119,378,570

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:	#VALUE!	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	\$ -	\$ 1,435,680	\$ 256,936	\$ 1,004,167	\$ 65,724,199	\$ 623,624	\$ 69,044,606
State	\$ -	\$ 16,510,320	\$ 24,883,407	\$ 114,931	\$ 7,522,429	\$ 1,071,377	\$ 50,102,464
Local		\$ 231,500	\$ -	\$ -	\$ -	\$ -	\$ 231,500
Total	\$ -	\$ 18,177,500	\$ 25,140,343	\$ 1,119,098	\$ 73,246,628	\$ 1,695,001	\$ 119,378,570

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	7.90%	1.02%	89.73%	89.73%	36.79%	57.84%
State	0.0%	90.83%	98.98%	10.27%	10.27%	63.21%	42.0%
Local	0.0%	1.27%	0.0%	0.0%	0.0%	0.0%	0.19%
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	0.00%	1.20%	0.2%	0.8%	55.1%	0.5%	57.84%
State	0.0%	13.8%	20.8%	0.1%	6.3%	0.9%	42.0%
Local	0.00%	0.2%	0.0%	0.0%	0.0%	0.0%	0.19%
Total	0.0%	15.23%	21.1%	0.9%	61.4%	1.4%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 18,177,500	\$ 25,140,343	\$ 1,119,098		\$ 1,695,001	Aid ID
Federal Funds Obligated:		\$ 1,435,680	\$ 256,936	\$ 1,004,167		\$ 623,624	S026(130)
EA Number:		PE002980	R9549000	U0000201		C0261067	FHWA or FTA
Initial Obligation Date:		7/27/2018	7/2/2020	5/22/2023		5/31/2022	FHWA
EA End Date:		N/A	N/A	N/A		N/A	FMIS or TRAMS
Known Expenditures:		N/A	N/A	N/A		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	2018	Years Active	7	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	September 2023	Last MTIP Amend Num	AM23-26-SEP1
Last Amendment Action	The admin mod slips the construction 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
	No	US26	5.97	9.96	3.99
Cross Streets	Route or Arterial		Cross Street		Cross Street
	US26/SE Powell Blvd		SE 99th Ave		Just E/O SE 174th Ave
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.					

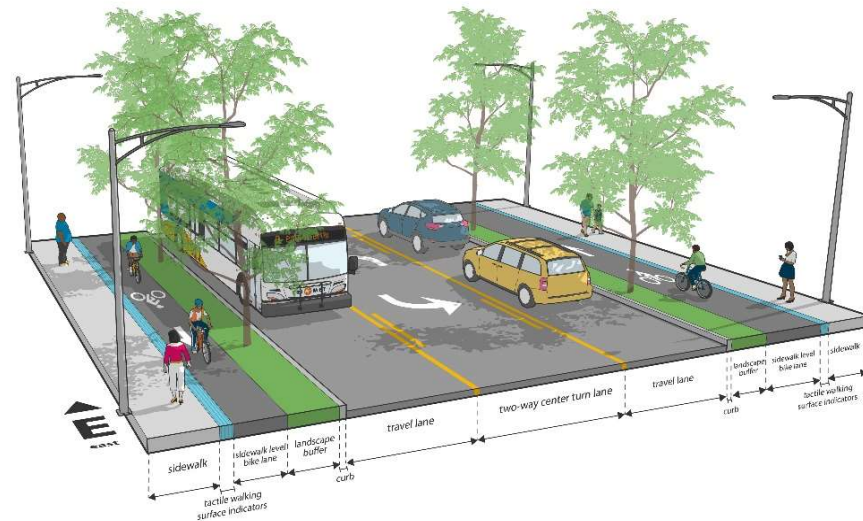
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes Multiple EFAs in limits. All = Yes POC=Yes, LEP=Yes, LI=Yes
	X				X	X	
Notes							

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	The projected conversion code (HB2017) that will replace the advance construction funds
ACS-HB2017	The projected conversion code (HB2017) that will replace the advance construction funds, but will specifically be state funds
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.
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.

**MTIP Amendment Matrix**  
**Administrative Modification Guidance and Thresholds for Change**

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

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





Key Number: **21178**

2024-2027 STIP

Project Name: **US26 (Powell Blvd): SE 99th Ave - East City Limits**

(DRAFT AMENDMENT)

Fund Codes												
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount		
PE	ACPO	ADVANCE CONSTRUCT PR	89.92%	16,346,000.00	0.00%	0.00	100.00%	16,346,000.00	0.00%	0.00		
	OTH0	OTHER THAN STATE OR	1.28%	231,500.00	0.00%	0.00	0.00%	0.00	100.00%	231,500.00		
	Y001	National Highway Perf IJJA	8.80%	1,600,000.00	89.73%	1,435,680.00	10.27%	164,320.00	0.00%	0.00		
	<b>PE Totals</b>			<b>100.00%</b>	<b>18,177,500.00</b>		<b>1,435,680.00</b>		<b>16,510,320.00</b>		<b>231,500.00</b>	
RW	ACPO	ADVANCE CONSTRUCT PR	95.62%	24,040,000.00	0.00%	0.00	100.00%	24,040,000.00	0.00%	0.00		
	S070	HB2017 Funding Package	3.24%	814,000.00	0.00%	0.00	100.00%	814,000.00	0.00%	0.00		
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	1.14%	286,344.00	89.73%	256,936.47	10.27%	29,407.53	0.00%	0.00		
	<b>RW Totals</b>			<b>100.00%</b>	<b>25,140,344.00</b>		<b>256,936.47</b>		<b>24,883,407.53</b>		<b>0.00</b>	
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	1,119,098.00	89.73%	1,004,166.64	10.27%	114,931.36	0.00%	0.00		
	<b>UR Totals</b>			<b>100.00%</b>	<b>1,119,098.00</b>		<b>1,004,166.64</b>		<b>114,931.36</b>		<b>0.00</b>	
CN	ACPO	ADVANCE CONSTRUCT PR	83.05%	60,827,972.00	89.73%	54,580,939.28	10.27%	6,247,032.72	0.00%	0.00		
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	16.95%	12,418,656.00	89.73%	11,143,260.03	10.27%	1,275,395.97	0.00%	0.00		
	<b>CN Totals</b>			<b>100.00%</b>	<b>73,246,628.00</b>		<b>65,724,199.31</b>		<b>7,522,428.69</b>		<b>0.00</b>	
OT	S070	HB2017 Funding Package	59.00%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00		
	Y001	National Highway Perf IJJA	41.00%	695,000.00	89.73%	623,623.50	10.27%	71,376.50	0.00%	0.00		
	<b>OT Totals</b>			<b>100.00%</b>	<b>1,695,000.00</b>		<b>623,623.50</b>		<b>1,071,376.50</b>		<b>0.00</b>	
<b>Grand Totals</b>					<b>119,378,570.00</b>			<b>69,044,605.92</b>		<b>50,102,464.08</b>		<b>231,500.00</b>





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

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

**Project #4**

<b>Project Name:</b>	<b>SE Stark St: 111th - 151st Ave (Portland)</b>
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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:		AM24-09-MAR1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod follows-up from initial adjustments made in February #3 Admin Mod by adding a small ROW phase to the project. The funding is shifted from the PE phase to cover ROW needs. There is no cost or scope change that results.

**Why Changes May Proceed Administratively:**

Pert the Metro Amendment Matrix, adding a new phase (except for Construction) 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:**

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
<b>Federal Funds</b>									
<del>HSIP</del>	<del>YS30</del>	<del>2024</del>	<del>—</del>	<del>\$ 241,415</del>					\$ -
HSIP	YS30	2024		\$ 172,250					\$ 172,250
HSIP	YS30	2025			\$ 69,165				\$ 69,165
HSIP	Z230	2025					\$ 1,057,646		\$ 1,057,646
<b>Federal Totals:</b>			\$ -	\$ 172,250	\$ 69,165	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>—</del>	<del>\$ 20,367</del>					\$ -
Local	Match	2024		\$ 14,532					\$ 14,532
Local	Match	2025			\$ 5,835				\$ 5,835
Local	Match	2025					\$ 89,227		\$ 89,227
<b>Local Totals:</b>				\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ 261,782</del>	\$ -	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Amended Programming Totals	\$ -	\$ 186,782	\$ 75,000	\$ -	\$ 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:	\$ -	\$ (75,000)	\$ 75,000	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	-28.6%	100.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594
Amended Phase Matching Percent:	N/A	7.78%	7.78%	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	\$ -	\$ 172,250	\$ 69,165	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594
Total	\$ -	\$ 186,782	\$ 75,000	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	92.2%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	7.78%	7.78%	0.0%	7.78%	0.0%	7.78%
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%	12.23%	4.9%	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%	1.0%	0.4%	0.0%	6.3%	0.0%	7.78%
Total	0.0%	13.26%	5.3%	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:		12/31/2028
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	1	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	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	Slip Construction to FFY 2025. Update PE phase as well as project limits and name.						

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		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		
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.

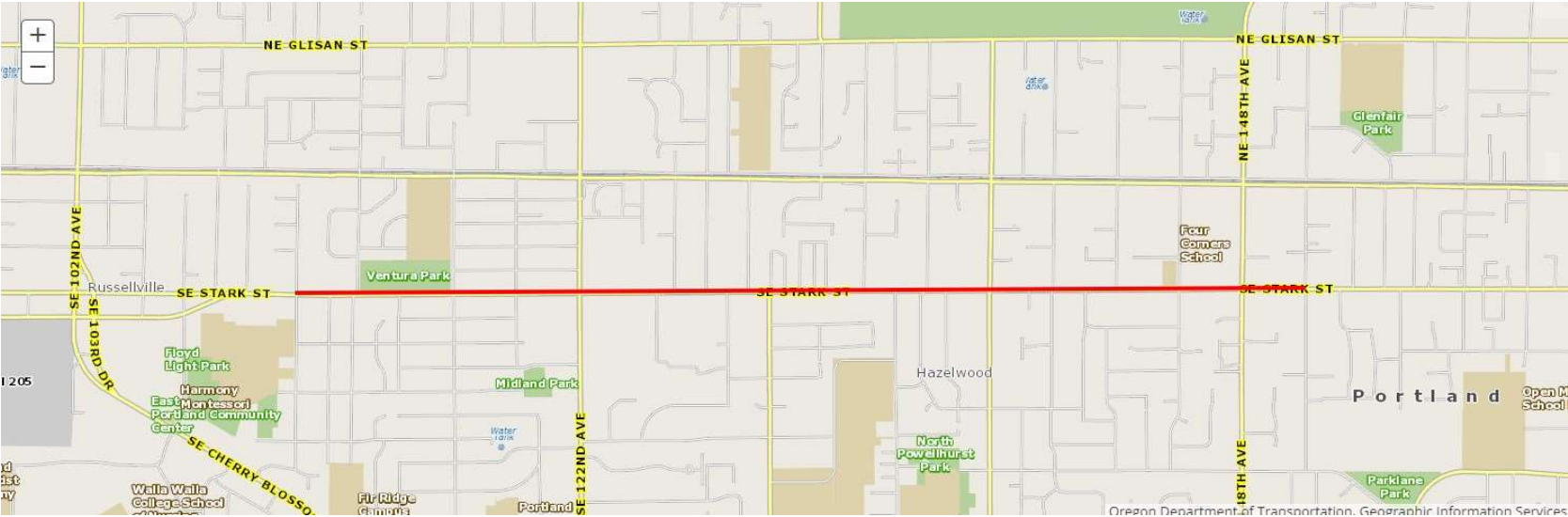
MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into 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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.

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

**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 IJJA	100.00%	186,782.00	92.22%	172,250.36	0.00%	0.00	7.78%	14,531.64
	<b>PE Totals</b>		<b>100.00%</b>	<b>186,782.00</b>		<b>172,250.36</b>		<b>0.00</b>		<b>14,531.64</b>
RW	YS30	Highway Safety Imp Program IJJA	100.00%	75,000.00	92.22%	69,165.00	0.00%	0.00	7.78%	5,835.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>75,000.00</b>		<b>69,165.00</b>		<b>0.00</b>		<b>5,835.00</b>
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
	<b>CN Totals</b>		<b>100.00%</b>	<b>1,146,873.00</b>		<b>1,057,646.28</b>		<b>0.00</b>		<b>89,226.72</b>
<b>Grand Totals</b>						<b>1,299,061.64</b>		<b>0.00</b>		<b>109,593.36</b>





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

MTIP Admin Modification  
**ADD PHASE**  
 Add ROW phase and slip Cons to  
 FFY 2025

**Project #5**

<b>Project Name:</b>	<b>SE Flavel St at 72nd Ave (Portland)</b>
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Project Details Summary							
ODOT Key #	21635	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71189	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-09-MAR1		STIP Amendment ID:		24-27-0888	

**Summary of Amendment Changes Occurring:**

The admin mod creates an new ROW phase by shifting Construction phase funding (\$40k) to ROW. Per an updated construction phase estimate, backfill is not required. The primary project scope and cost does not change. The construction phase is slipped to FFY 2025 as well due the required ROW actions that must be completed first.

**Why Changes May Proceed Administratively:**

Per the Metro Amendment Matrix, Creating a new phase (except for Construction) may occur administratively. Also, slipping a phase within constrained years 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:**

Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.

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

Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.

**STIP Description:**

Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
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
<b>Federal Funds</b>									
<del>HSIP</del>	<del>ZS30</del>	<del>2022</del>	<del>—</del>	<del>\$ 164,154</del>					\$ -
Sec 164	ZS32	2022		\$ 164,154					\$ 164,154
HSIP	YS30	2024			\$ 36,888				\$ 36,888
<del>HSIP</del>	<del>YS30</del>	<del>2024</del>					<del>\$ 776,826</del>		\$ -
HSIP	YS30	2025					\$ 739,938		\$ 739,938
<b>Federal Totals:</b>			\$ -	\$ 164,154	\$ 36,888	\$ -	\$ 739,938	\$ -	<b>\$ 940,980</b>

Note: HSIP in PE and Construction is 100% federal

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2022		\$ 13,849					\$ 13,849
Local	Match	2024			\$ 3,112				\$ 3,112
<del>Local</del>	<del>Match</del>	<del>2024</del>					<del>\$ 65,536</del>		\$ -
Local	Match	2025					\$ 62,424		\$ 62,424
<b>Local Totals:</b>				\$ 13,849	\$ 3,112	\$ -	\$ 62,424	\$ -	<b>\$ 79,385</b>

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 178,003	<del>\$ -</del>	\$ -	<del>\$ 842,362</del>	\$ -	\$ 1,020,365
Amended Programming Totals	\$ -	\$ 178,003	\$ 40,000	\$ -	\$ 802,362	\$ -	\$ 1,020,365
Total Estimated Project Cost							\$ 1,020,365
Total Cost in Year of Expenditure:							\$ 1,020,365
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:	\$ -	\$ -	\$ 40,000	\$ -	\$ (40,000)	\$ -	\$ -
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 13,849	\$ 3,112	\$ -	\$ 62,424	\$ -	\$ 79,385
Amended Phase Matching Percent:	N/A	7.78%	7.78%	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	\$ -	\$ 164,154	\$ 36,888	\$ -	\$ 739,938	\$ -	\$ 940,980
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 13,849	\$ 3,112	\$ -	\$ 62,424	\$ -	\$ 79,385
Total	\$ -	\$ 178,003	\$ 40,000	\$ -	\$ 802,362	\$ -	\$ 1,020,365
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	92.22%	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%	7.78%	0.0%	7.78%	0.0%	7.78%
Total	0.0%	100.0%	100.0%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	16.09%	3.6%	0.0%	72.5%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	1.4%	0.3%	0.0%	6.1%	0.0%	7.78%
Total	0.0%	17.45%	3.9%	0.0%	78.6%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 178,003					Aid ID
Federal Funds Obligated:		\$ 164,154					5900(320)
EA Number:		PE003395					FHWA or FTA
Initial Obligation Date:		4/7/2022					FHWA
EA End Date:		3/31/2028					FMIS or TRAMS
Known Expenditures:		\$ 11,789					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	2022	Years Active	3	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip Cons phase with federal HSIP amount of \$776,826 plus match from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial Flavel/72nd intersection		Cross Street SE Flavel St	Cross Street 72nd Ave	

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

**Performance Measurements Monitoring**

<b>Metro RTP Performance Measurements</b>	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes Borders 2 EFA. Majority Yes POC=Yes, LEP=Yes, 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
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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>

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

**Key Number:**

**21635**

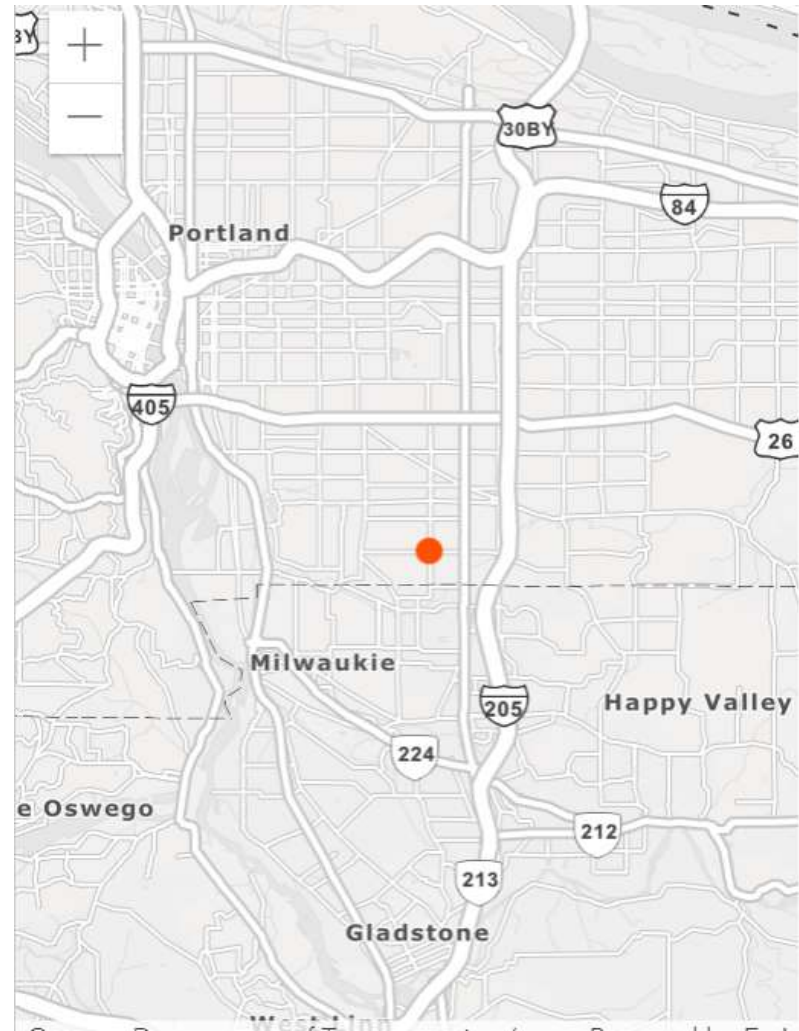
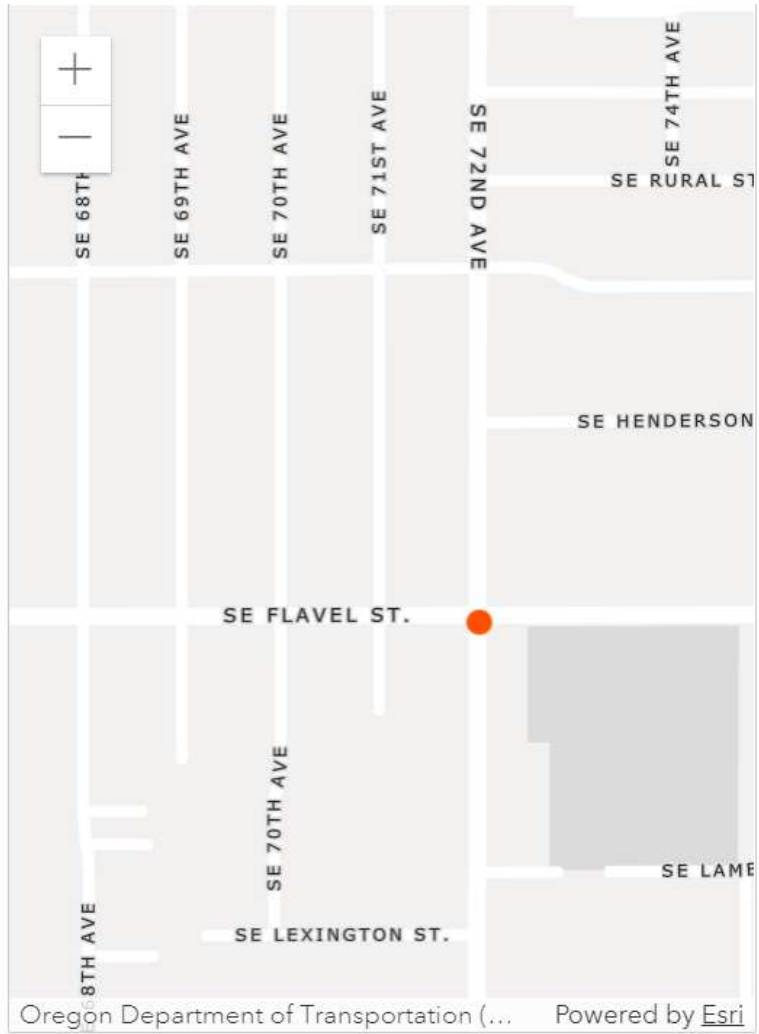
**2024-2027 STIP**

**Project Name:**

**SE Flavel St at 72nd 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	ZS32	SEC 164 PENALTIES HSIP FAST	100.00%	178,003.00	92.22%	164,154.37	0.00%	0.00	7.78%	13,848.63
	<b>PE Totals</b>		<b>100.00%</b>	<b>178,003.00</b>		<b>164,154.37</b>		<b>0.00</b>		<b>13,848.63</b>
RW	YS30	Highway Safety Imp Program IJJA	100.00%	40,000.00	92.22%	36,888.00	0.00%	0.00	7.78%	3,112.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>40,000.00</b>		<b>36,888.00</b>		<b>0.00</b>		<b>3,112.00</b>
CN	YS30	Highway Safety Imp Program IJJA	100.00%	802,362.00	92.22%	739,938.24	0.00%	0.00	7.78%	62,423.76
	<b>CN Totals</b>		<b>100.00%</b>	<b>802,362.00</b>		<b>739,938.24</b>		<b>0.00</b>		<b>62,423.76</b>
<b>Grand Totals</b>				<b>1,020,365.00</b>		<b>940,980.61</b>		<b>0.00</b>		<b>79,384.39</b>







TOTAL ANTICIPATED ITEMS		\$ 76,586.48
##### CONSTRUCTION ESTIMATE SUMMARY #####		
TOTAL BID ITEMS		\$ 708,777
CONSTRUCTION CONTINGENCY	5% of Bid Items	\$ 35,439
SUBTOTAL		\$ 744,216
ANTICIPATED ITEMS		\$ 76,586
<b>TOTAL CONSTRUCTION</b>		<b>\$ 820,802</b>





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

MTIP Admin Modification  
**MINOR CHANGE**  
 Correct ROW and Cons phases programming levels.

**Project #6**

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

Project Details Summary							
ODOT Key #	23463	RFFA ID:	N/A	RTP ID:	12081	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71395	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		AM24-09-MAR1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification adjusts the ROW phase to now be CMAQ funded. A minor funding correction is occurring to the construction phase as well.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, minor technical changes that do not impact the scope or cost can occur as an administrative action and if funding changes are included they do not exceed the administrative threshold.

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

**Short Description:**

Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

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

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

**STIP Description:**

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

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit Operations						Capital Improvement		
ODOT Work Type:	TRANST								
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-DEQ	Y400	2024	\$ 110,319						\$ 110,319
CMAQ-DEQ	Y400	2024		\$ 220,640					\$ 220,640
CMAQ-DEQ	Y400	2024			\$ 8,777				\$ 8,777
<del>CMAQ-DEQ</del>	<del>Y400</del>	<del>2024</del>					<del>\$ 2,500,263</del>		\$ -
CMAQ-DEQ	Y400	2024					\$ 2,509,041		\$ 2,509,041
Federal Totals:			\$ 110,319	\$ 220,640	\$ 8,777	\$ -	\$ 2,509,041	\$ -	\$ 2,848,777
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	\$ 12,627						\$ 12,627
Other	OTH0	2024	\$ 65,581						\$ 65,581
Local	Match	2024		\$ 25,253					\$ 25,253
Other	OTH0	2024		\$ 131,162					\$ 131,162
<del>Other</del>	<del>OTH0</del>	<del>2024</del>			<del>\$ 15,000</del>				\$ -
Local	Match	2024			\$ 1,005				\$ 1,005
Other	OTH0	2024			\$ 5,218				\$ 5,218
Local (Y400)	Match	2024					\$ 287,171		\$ 287,171
<del>Other</del>	<del>OTH0</del>	<del>2024</del>					<del>\$ 987,989</del>		\$ -
Other	OTH0	2024					\$ 993,206		\$ 993,206
Local Totals:			\$ 78,208	\$ 156,415	\$ 6,223	\$ -	\$ 1,280,377	\$ -	\$ 1,521,223

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ 188,527	\$ 377,055	\$ -	\$ -	<del>\$ 3,775,423</del>	\$ -	<del>\$ 4,341,005</del>
Amended Programming Totals	\$ 188,527	\$ 377,055	\$ 15,000	\$ -	\$ 3,789,418	\$ -	\$ 4,370,000
Total Estimated Project Cost							\$ 4,370,000
Total Cost in Year of Expenditure:							\$ 4,370,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 15,000	\$ -	\$ 13,995	\$ -	\$ 28,995
Phase Change Percent:	0.0%	0.0%	100.0%	0.0%	0.4%	0.0%	0.7%
Amended Phase Matching Funds:	\$ 12,627	\$ 25,253	\$ 1,005	\$ -	\$ 287,171	\$ -	\$ 326,056
Amended Phase Matching Percent:	10.27%	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	\$ 110,319	\$ 220,640	\$ 8,777	\$ -	\$ 2,509,041	\$ -	\$ 2,848,777
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 78,208	\$ 156,415	\$ 6,223	\$ -	\$ 1,280,377	\$ -	\$ 1,521,223
Total	\$ 188,527	\$ 377,055	\$ 15,000	\$ -	\$ 3,789,418	\$ -	\$ 4,370,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	58.5%	58.52%	0.0%	0.0%	66.21%	0.0%	65.19%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	41.5%	41.5%	100.0%	0.0%	33.79%	0.0%	34.81%
Total	100.0%	100.00%	100.0%	0.0%	100.00%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	2.52%	5.05%	0.0%	0.0%	57.42%	0.0%	65.19%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	1.79%	3.58%	0.34%	0.0%	29.30%	0.0%	34.81%
Total	4.31%	8.63%	0.34%	0.00%	86.71%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:	Not Applicable	Not Applicable	Not Applicable		Not Applicable		FHWA or FTA
Initial Obligation Date:	TrAMS	TrAMS	TrAMS		TrAMS		FTA
EA End Date:	Not Applicable	Not Applicable	Not Applicable		Not Applicable		FMIS or TRAMS
Known Expenditures:							TrAMS
						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	2024	Years Active	1	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SE 99th Ave		SE 99th Ave		SE Powell Blvd	

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

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes People of Color =Yes Limited English Proficiency = Yes Low Income = Yes
	X	X		X	X	X	
Notes							

### Fund Codes References

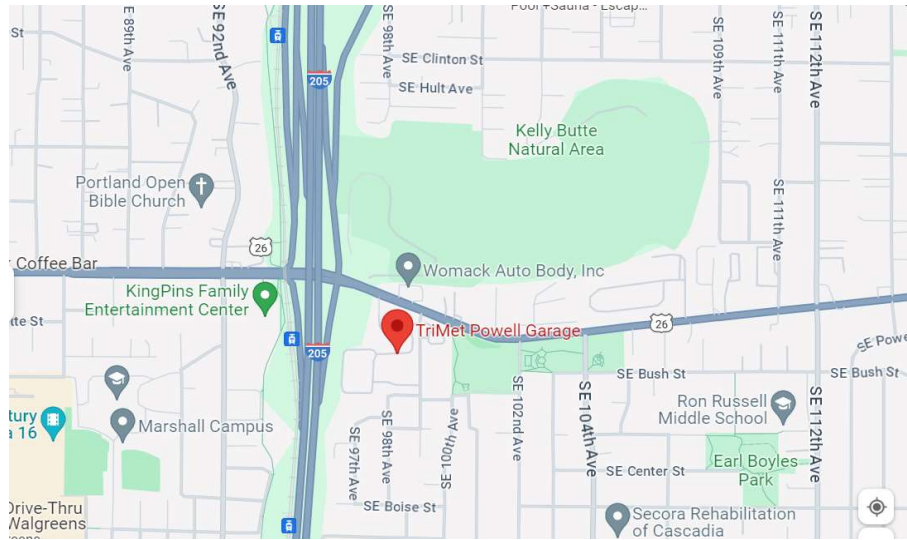
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments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

### MTIP Amendment Matrix

#### Administrative Modification Guidance and Thresholds for Change

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

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



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	34.79%	65,581.00	0.00%	0.00	0.00%	0.00	100.00%	65,581.00
	Y400	CMAQ congestion mitigation air quality IJJA	65.21%	122,946.00	89.73%	110,319.45	0.00%	0.00	10.27%	12,626.55
	<b>PL Totals</b>		<b>100.00%</b>	<b>188,527.00</b>		<b>110,319.45</b>		<b>0.00</b>		<b>78,207.55</b>
PE	OTH0	OTHER THAN STATE OR	34.79%	131,162.00	0.00%	0.00	0.00%	0.00	100.00%	131,162.00
	Y400	CMAQ congestion mitigation air quality IJJA	65.21%	245,893.00	89.73%	220,639.79	0.00%	0.00	10.27%	25,253.21
	<b>PE Totals</b>		<b>100.00%</b>	<b>377,055.00</b>		<b>220,639.79</b>		<b>0.00</b>		<b>156,415.21</b>
RW	OTH0	OTHER THAN STATE OR	34.79%	5,218.00	0.00%	0.00	0.00%	0.00	100.00%	5,218.00
	Y400	CMAQ congestion mitigation air quality IJJA	65.21%	9,782.00	89.73%	8,777.38	0.00%	0.00	10.27%	1,004.62
	<b>RW Totals</b>		<b>100.00%</b>	<b>15,000.00</b>		<b>8,777.38</b>		<b>0.00</b>		<b>6,222.62</b>
CN	OTH0	OTHER THAN STATE OR	26.21%	993,206.00	0.00%	0.00	0.00%	0.00	100.00%	993,206.00
	Y400	CMAQ congestion mitigation air quality IJJA	73.79%	2,796,212.00	89.73%	2,509,041.03	0.00%	0.00	10.27%	287,170.97
	<b>CN Totals</b>		<b>100.00%</b>	<b>3,789,418.00</b>		<b>2,509,041.03</b>		<b>0.00</b>		<b>1,280,376.97</b>
<b>Grand Totals</b>				<b>4,370,000.00</b>		<b>2,848,777.65</b>		<b>0.00</b>		<b>1,521,222.35</b>