

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 29, 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 #3  
AM24-11-MAR3 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 #3 Admin Mod is under amendment number AM24-11-MAR3 and contains 9 projects.

Key	Lead Agency	Name	Change
23239	Metro	Carbon Reduction Program Reserve	<b><u>SPLIT FUNDS:</u></b> Split \$800k of Carbon funds and combine into new Tualatin Valley Hwy Transit & Development Project – Continued in Key 23623
23623	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	<b><u>SPLIT/COMBINE FUNDS:</u></b> Combine \$800k of Carbon funds into TV Hwy in Other phase
23229	Metro	Transit Corridor Development (FFY 2026)	<b><u>COMBINE FUNDS:</u></b> Combine \$500k of STBG from Key 23623 to balance UPWP budget requirements
22156	Metro	Next Corridor Planning (FFY 2024)	<b><u>COMBINE FUNDS:</u></b> Combine \$300k of STBG-U split from Key 23623. Key 22156 is restored to original programming level before \$300k split was needed to support the Climate Smart Implementation project
21219	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	<b><u>PHASE SLIP:</u></b> Slip construction phase from FFY 2024 to FFY 2025
22469	ODOT	US30BY Curb Ramps (Portland)	<b><u>CANCEL PHASE:</u></b> Cancel UR phase and adjust construction phase prior obligations
20329	West Linn	OR43: Willamette Dr at Marylhurst Dr (West Linn)	<b><u>FUND SWAP:</u></b> Swap CMAQ in UR and construction phases for STBG from Key 23245
23254	Washington County	Council Creek Regional Trail: Enhanced Pedestrian Crossings	<b><u>FUND SWAP:</u></b> Swap STBG for CMAQ funds for the construction phase from Key 20329
22128	Washington County	Aloha Access Improvements: SW 174th Ave–SW 187th Ave	<b><u>FUND SWAP:</u></b> Add FFY 2023 CDS award to construction phase in place of local Other funds.

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 #3 FFY 2024 Administrative Modification.

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



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

MTIP Admin Modification  
**SPLIT FUNDS**  
 Split \$800k of Carbon funds for  
 and commit to Key 23623

**Project #1**

<b>Project Name:</b>	<b>Carbon Reduction Program Reserve</b>
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Project Details Summary							
ODOT Key #	23239	RFFA ID:	50440	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71331	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM24-11-MAR3		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification splits \$800k of federal carbon funds and transfers then to Key 23623, Metro's Tualatin Valley Hwy Transit & Development Project in Key 23623. This is a follow- required budget adjustment started with the find shifts made to Key 23239 as part of the March #2 Admin Mod. This admin mod will now match up to Metro's annual budget and will prevent unnecessary further adjustments to the developing SFY 2025 UPWP.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix split/combined funded projects may occur administratively. The split of \$800k of Carbon funds and shifting to Key 23623 reflects a Metro programming correction to match up with the Metro annual budget.

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

**Short Description:**

Funding reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro's Carbon Reduction Program (CRP)

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

Region-wide funding reserve supporting later approved Climate Smart Implementation projects which will focus on areas such as VMT forecasting and monitoring, updating the Climate Smart Strategy (CSS), providing education of the CSS, incorporating CSS areas into local and regional plans plus policies, too development to support the state required Vision Eval forecasting process, travel demand modeling, and forecast emissions impacts of project level investments.

**STIP Description:** Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Other	Other	Other	Other
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
<b>Federal Funds</b>									
<del>Carbon</del>	<del>Y601</del>	<del>2027</del>						<del>\$ 8,839,213</del>	\$ -
Carbon	Y601	2027						\$ 8,039,213	\$ 8,039,213
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,839,213	\$ 8,039,213
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
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>2027</del>						<del>\$ 1,011,687</del>	\$ -
Local	Match	2027						\$ 920,124	\$ 920,124
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 920,124	\$ 920,124
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 9,850,900</del>	<del>\$ 9,850,900</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,959,337	\$ 8,959,337
Total Estimated Project Cost									\$ 8,959,337
Total Cost in Year of Expenditure:									\$ 8,959,337

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (891,564)	\$ (891,564)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-9.1%	-9.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 920,124	\$ 920,124
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,039,213	\$ 8,039,213
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 920,124	\$ 920,124
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,959,337	\$ 8,959,337

### Phase Composition Percentages

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

### Phase Programming Percentage

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

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:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		9/30/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: The final specific awarded projects will be split off Key 23588 and established as stand-alone planning projects. Metro anticipates, the STNG-U will be flex transferred to FTA most likely starting in FFY 2025.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	March 2024	Last MTIP Amend Num	AM24-10-MAR2
Last Amendment Action	DECREASE FUNDS Reduce federal CRP for prior splits to 82nd BRT and Line 33						

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		None		None	

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

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X					Possible other RTP Goals may apply once specific projects are known
Notes							

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	Federal Carbon Reduction Program (CRP) funds that support the reduction of transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emission

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

Feb amd	March amd	CURRENT	Apr amd	REVISED
		TV Highway 22527		TV Highway 22527
\$ 1,000,000	from TC	\$ 1,000,000	\$ 800,000 \$ (800,000)	CRP funds from CRP PGB \$ 1,000,000
		\$ 1,000,000		STBG funds to TC/NC \$ 1,000,000





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

MTIP Admin Modification  
**SPLIT FUNDS**  
 Combine \$800k Carbon from  
 23239, split STBG to TCD and NC

**Project #2**

<b>Project Name:</b>	<b>Tualatin Valley Hwy Transit &amp; Development Project - Continued</b>
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Project Details Summary							
ODOT Key #	23623	RFFA ID:	N/A	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		AM24-07-FEB3		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification combines \$800k of Carbon funds split from Key 23239 (also in this administrative modification bundle. The Carbon funds will be flex transferred to FTA along with the STBG.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, splitting and combining funds from existing programmed projects can occur administratively.

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

**Short Description:**

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

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

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

**STIP Description:**

OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2024</del>	<del>\$ 1,000,000</del>						\$ -
STBG-U	Y230	2024	\$ 200,000						\$ 200,000
Carbon	Y601	2024						\$ 800,000	\$ 800,000
<b>Federal Totals:</b>			\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,000,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
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>\$ 114,454</del>						\$ -
Local (Y230)	Match	2024	\$ 22,891						\$ 22,891
Local (Y601)	Match	2024						\$ 91,564	\$ 91,563.58
<b>Local Totals:</b>			\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,454
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			<del>\$ 1,114,454</del>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,114,454
Amended Programming Totals			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,454
Total Estimated Project Cost									\$ 1,114,454
Total Cost in Year of Expenditure:									\$ 1,114,454

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (891,564)	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ -
Phase Change Percent:	-80.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,454
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,454
Total	\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,454

**Phase Composition Percentages**

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

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	17.95%	0.0%	0.0%	0.0%	0.0%	71.8%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	2.05%	0.0%	0.0%	0.0%	0.0%	8.2%	10.27%
Total	20.0%	0.00%	0.0%	0.0%	0.0%	80.0%	100.0%

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:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

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

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial	Cross Street		Cross Street		
Includes	SW Tualatin Valley Highway	Approximately SW B Street		Approximately Beaverton Transit Center East of SW Watson Ave		
		Forest Grove		Beaverton		
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.						

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes
	X			X	X	X	Portions of the planning area along SW Tualatin Valley Highway are Yes in defined Equity Focus Areas
Notes							

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

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

Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting 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

**Most Recent Approved Amendment**

Amendment No: <b>24-27-0813</b>	Approval Date: <b>2/27/2024</b>
Requested Action: <b>Add new project.</b>	

**Name: Tualatin Valley Hwy Transit & Development Project** Key: **23623**

Description **OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.** Region: **1**  
 MPO: **Portland Metro MPO** Work Type: **PLANNG**  
 Applicant: **METRO** Status: **PLANNING ACTIVITY**

**Location(s)-**

Mileposts	Length	Route	Highway	ACT	County(s)
				<b>REGION 1 ACT</b>	<b>WASHINGTON</b>

**Current Project Estimate**

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	<b>2024</b>						
Total	<b>\$1,114,454.00</b>						<b>\$1,114,454.00</b>
Fund 1 Y230	\$999,999.57						
Match	\$114,454.43						

**Footnote: \$999,999.57 in federal STBG funds.**

**Most Recent Approved Amendment**

Amendment No: <b>24-27-0854</b>	Approval Date: <b>3/7/2024</b>
Requested Action: <b>Add new project, moving fund from project key 23229.</b>	



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

MTIP Admin Modification  
**COMBINE FUNDS**  
 Combine \$500k of STBG split from  
 Key 23623

**Project #3**

<b>Project Name:</b>	<b>Transit Corridor Development (FFY 2026)</b>
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Project Details Summary							
ODOT Key #	23229	RFFA ID:	50436	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71304	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-11-MAR3		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification combines \$500,000 of STBG-U (Y230) split from Key 23623 (Tualatin Valley Hwy Transit & Development Project - Continued). Key 23623 received a backfill of Carbon funds (\$800,000) from the Metro's Carbon Reserve in Key 23239. A credit of \$500,000 is due back to the Transit Corridor Development PGB (this project in 23229) and \$300,000 of STBG back to the Next Corridor Development PGB in 22156. Key 23229 is returned to an active funding status as a result.

**Why Changes May Proceed Administratively:**

Per the Amendment Matrix, splitting funds off an exiting constrained project another existing project within constrained years and is considered allowable as an administrative action.

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

**Short Description:**

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

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

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

**STIP Description:**

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



**Project Classification Details**

Project Type	Category	Features	System Investment Type
Planning	Planning - Corridor Area Planning		Planning
ODOT Work Type:	PLANNG		

Does the administrative modification change the project classification in the MTIP? Yes, STBG funding is restored to the project grouping bucket

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2026</del>	<del>\$ 1,500,000</del>						\$ -
STBG-U	Y230	2026	\$ 500,000						\$ 500,000
<b>Federal Totals:</b>			\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
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>2026</del>	<del>\$ 171,682</del>						\$ -
Local	Match	2026	\$ 57,227						\$ 57,227
<b>Local Totals:</b>			\$ 57,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,227
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 557,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 557,227
Total Estimated Project Cost									\$ 557,227
Total Cost in Year of Expenditure:									\$ 557,227

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:	\$ 557,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 557,227
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 57,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,227
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 57,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,227
Total	\$ 557,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 557,227

### Phase Composition Percentages

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

### Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TrAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/21/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		No	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	March 2024	Last MTIP Amend Num	AM24-10-MAR2
Last Amendment Action	Split \$1.5 million of STBG and transfer to Climate Smart Implementation						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X				X		
Notes	The purpose of the pub is to support appropriate transit studies that would provide additional transit capacity to the region. As such, the PGB purpose supports congestion mitigation and mobility improvements						

### Fund Codes References

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

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

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <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.

<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>



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

MTIP Admin Modification  
**COMBINE FUNDS**  
 Combine \$300k of STBG split from  
 Key 23623

**Project #4**

<b>Project Name:</b>	<b>Next Corridor Planning (FFY 2024)</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>22156</b>	RFFA ID:	50403	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71113</b>	CDS ID:	N/A	Bridge #:		FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-11-MAR3</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The administrative modification combines \$300,000 of STBG (plus match) split from Key 23623 to rebalance Key 22156 for Metro UPWP and budgeting purposes. In the March #2 Admin Mod, Key 22156 split \$300k of STBG which then combined into Key 23588 (Metro Climate Smart Implementation). Upon further review, a credit was due back to the Next Corridor Planning 2024 PGB which is now occurring. The credit needs to occur to support the next admin mod to transfer the Next Corridor funds to Key 22312 in support of the SFY 2025 UPWP Primary Agreement.

**Why Changes May Proceed Administratively:**

Split/combining of funds within constrained years can occur administratively.

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

**Short Description:**

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

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

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

**STIP Description:**

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

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>\$ 324,024</del>						\$ -
STBG-U	Y230	2025	\$ 624,024						\$ 624,024
Federal Totals:			\$ 624,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624,024

**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
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>\$ 37,086</del>						\$ -
Local	Match	2025	\$ 71,422						\$ 71,422
Local Totals:			\$ 71,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,422

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ 361,110</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 361,110</del>
Amended Programming Totals	\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 695,446

Total Estimated Project Cost							\$ 695,446
Total Cost in Year of Expenditure:							\$ 695,446

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:	\$ 334,336	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 334,336
Phase Change Percent:	92.6%	0.0%	0.0%	0.0%	0.0%	0.0%	92.6%
Amended Phase Matching Funds:	\$ 71,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,422
Amended Phase Matching Percent:	10.27%	N/A	0.0%	N/A	N/A	N/A	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 624,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624,024
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 71,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,422
Total	\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 695,446

### Phase Composition Percentages

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

### Phase Programming Percentage

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



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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	March 2023	Last MTIP Amend Num	AM24-10-MAR2
Last Amendment Action	SPLIT PROJECT Split \$300k of STBG and transfer to Key 23588						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Not Applicable		Not Applicable		Not Applicable	

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Not Applicable

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable →						
Notes	Key 22155 is a UPWP revenue project grouping bucket that will support later specific planning projects to address the above RTP goals. These projects will be programmed separately.						

**Fund Codes References**

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

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

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <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.

<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>



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

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

**Project #5**

<b>Project Name:</b>	<b>I-5 Over NE Hassalo St and NE Holladay St (Portland)</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>21219</b>	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71043</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-11-MAR3</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod slips the construction phase from FFY 2024 to FFY 2025 based on the updated delivery schedule.

**Why Changes May Proceed Administratively:**

Phase slips within constrained years may occur administratively assuming no scope, locations, or cost changes are also occurring.

<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>	<b>Yes</b>

<b>Short Description:</b>	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)
<b>MTIP Detailed Description (Internal Metro use only):</b>	In northeastern Portland on I-5 over NE Hassalo St and NE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)
<b>STIP Description:</b>	Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Maintenance and Preservation
ODOT Work Type:	BRIDGE		

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
AC-HB2017	ACP0	2024					<del>\$ 4,611,000</del>		\$ -
AC-HB2017	ACP0	2025					\$ 4,611,000		\$ 4,611,000
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					<del>\$ 389,000</del>		\$ -
State	Match	2025					\$ 389,000		\$ 389,000
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000

**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:	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Total Estimated Project Cost							\$ 5,000,000
Total Cost in Year of Expenditure:							\$ 5,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.00%	0.0%	0.0%	100.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							S100(069)
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	5	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	June 2021	Last MTIP Amend Num	AM22-21-JUN1
Last Amendment Action	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	I-5	301.95	302.03	0.08	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street		
Approximate	Interstate 5	S/O NE Multnomah St	N/O NE Pacific St			

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

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes POC = No LEP = No LI = Yes
				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 expected conversion code for the use of Advance Construction. In this case, HB2017 funds are expected to be the final fund type to support the project
HB2017	State funds from the Oregon approved HB2107 Legislation. The funds are used for various state transportation upgrade projects. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
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.
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



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

MTIP Admin Modification  
**CANCEL PHASE**  
 Cancel UR Phase and adjust  
 construction prior obligations

**Project #6**

<b>Project Name:</b>	<b>US30BY Curb Ramps (Portland)</b>
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Project Details Summary							
ODOT Key #	22469	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71259	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-11-MAR3		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The admin mod cancels the UR phase and updates the prior obligated funds in the construction phase. The UR phase was included as a placeholder in the early in the life of the project. Now that construction has been initiated, the UR phase has been determined not to be required. The cost changes due to the prior obligations decrease the total project cost and are allowable as administrative correction under the Metro amendment matrix.

**Why Changes May Proceed Administratively:**  
 Canceling a phase (other than construction) may occur administratively. The cost change due to the obligation updates can occur administratively as well.

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

**Short Description:**  
 Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along US30BY to reduce mobility barriers and make state highways more accessible to disabled persons

**MTIP Detailed Description (Internal Metro use only):**  
 Americans with Disabilities Act (ADA) standards and reduce mobility barriers and make state highways more accessible to disabled persons (2-2022 Admin Mod splits and reprograms funding and deliverables among three existing projects Keys 22468, 22469, and 22470. Scope remains unchanged) 1/23 FA drops OR99E Scope.

**STIP Description:**  
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		
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>State STBG</del>	<del>Y240</del>	<del>2023</del>	<del>—</del>				<del>\$ 2,602,170</del>		\$ -
State STBG	Y240	2023					\$ 1,198,339		\$ 1,198,339
HIP	Z919	2023					\$ 246,417		\$ 246,417
<del>State STBG</del>	<del>Y240</del>	<del>2024</del>				<del>\$ 43,968</del>			\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 1,444,756	\$ -	\$ 1,444,756
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>State</del>	<del>Match</del>	<del>2023</del>					<del>\$ 297,830</del>		\$ -
State (Y240)	Match	2023					\$ 137,155		\$ 137,155
State (Z919)	Match	2023					\$ 28,204		\$ 28,204
<del>State</del>	<del>Match</del>	<del>2024</del>				<del>\$ 5,032</del>			\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 165,359	\$ -	\$ 165,359
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2023					\$ 1,600		\$ 1,600
									\$ -
<b>Local Totals:</b>				\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	<del>\$ 49,000</del>	<del>\$ 2,900,000</del>	\$ -	<del>\$ 2,949,000</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 1,611,715	\$ -	\$ 1,611,715
Total Estimated Project Cost							\$ 1,611,715
Total Cost in Year of Expenditure:							\$ 1,611,715
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:	\$ -	\$ -	\$ -	\$ (49,000)	\$ (1,288,285)	\$ -	\$ (1,337,285)
Phase Change Percent:	100.0%	0.0%	0.0%	100.0%	-44.4%	0.0%	-45.3%
Amended Phase Matching Funds:		\$ -	\$ -	\$ -	\$ 165,359	\$ -	\$ 165,359
Amended Phase Matching Percent:	#VALUE!	N/A	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,444,756	\$ -	\$ 1,444,756
State	\$ -	\$ -	\$ -	\$ -	\$ 165,359	\$ -	\$ 165,359
Local		\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600
Total	\$ -	\$ -	\$ -	\$ -	\$ 1,611,715	\$ -	\$ 1,611,715
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.64%	0.0%	89.64%
State	0.0%	0.0%	0.0%	0.0%	10.26%	0.0%	10.26%
Local	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.10%
Total	0.0%	0.0%	0.0%	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%	89.64%	0.0%	89.64%
State	0.0%	0.0%	0.0%	0.0%	10.26%	0.0%	10.26%
Local	0.00%	0.0%	0.0%	0.0%	0.10%	0.0%	0.10%
Total	0.0%	0.00%	0.0%	0.0%	100.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated					\$ 1,444,756		Aid ID
Federal Funds Obligated:					\$ 1,611,715		S100(069)
EA Number:					N/A		FHWA or FTA
Initial Obligation Date:					N/A		FHWA
EA End Date:					N/A		FMIS or TrAMS
Known Expenditures:					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	2023	Years Active	2	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip Otter/UR phase with \$43,968 of federal State STBG and 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		
	Yes	US30BY	4.50	5.35	0.85		
Cross Streets	Route or Arterial		Cross Street		Cross Street		
	US30BY/North Lombard Street		North Omaha Ave		North Interstate 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 North of US30BY only applies POC = No, LEP = No, LI = Yes
				X			
Notes	Equity Focus Areas applies only north of Lombard Street						

Fund Codes References	
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
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.
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	Adjusting programming or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

**Name: US30BY curb ramps (Portland)** **Key: 22469**

Description: **Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.** Region: 1  
MPO: **Portland Metro MPO** Work Type: **ADAP**  
Applicant: **ODOT** Status: **PROJECT OPEN TO TRAFFIC.**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
4.50 to 5.35	0.85	US-30BY	NORTHEAST PORTLAND	REGION 1 ACT	MULTNOMAH

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year				2024	2023		
Total				\$49,000.00	\$1,611,714.97		\$1,660,714.97
Fund 1				Y240 \$43,967.70	Y240 \$1,198,339.19		
Match				\$5,032.30	\$137,155.29		
Fund 2					Z919 \$246,416.97		
Match					\$28,203.52		
Fund 3					OTH0 \$1,600.00		
Match							

**Footnote:** Design was completed under project key 22204.

Most Recent Approved Amendment	
Amendment No: <b>24-27-0017</b>	Approval Date: <b>10/20/2023</b>
Requested Action: <b>Add project to the current STIP.</b>	



## About

We are improving sidewalk curb ramps at over 30 individual, unsignalized corners along N Lombard Street between N Omaha Avenue and N Greenwich Avenue to make them ADA-compliant. Improvements range from upgrading existing ramps to the addition of a second ramp at a corner, creating more accessible highway connections for all sidewalk users along N Lombard Street.

*click image to enlarge*



The [ODOT ADA Program](#) is working to bring more than 25,000 curb ramps throughout Oregon into compliance with Americans with Disabilities Act (ADA) standards. We are committed to new standards for accessible routes through work zones, outreach, and addressing public concerns. Everyone who uses sidewalks along our highways will benefit from this commitment and the



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

MTIP Admin Modification  
**FUND SWAP**  
 Swap CMAQ for STBG from Key  
 23254

**Project #7**

<b>Project Name:</b>	<b>OR43: Willamette Dr at Marylhurst Dr (West Linn)</b>
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Project Details Summary							
ODOT Key #	20329	RFFA ID:	50285	RTP ID:	11746	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70882	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-11-MAR3		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The admin mod swaps the existing Construction phase CMAQ for STBG from Key 23254. There is no scope, cost, limits, or schedule changes that result

**Why Changes May Proceed Administratively:**  
 Fund swaps between projects may occur administratively

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

**Short Description:**  
 Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users.

**MTIP Detailed Description (Internal Metro use only):**  
 In West Linn on OR43 (Willamette Dr) at Marylhurst Dr (MP 8.35 to MP 8.5), construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users. (RFFA 2019-21 award cycle)

**STIP Description:**  
 Construct a new protected signalized intersection at OR43/Marylhurst that provides separation for vehicles, pedestrians, and bicyclists and improves safety for all roadway users. Design included scope at mile points 8.35-9.00. Construction will occur between mile points 8.35-8.50.

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	System Management, ITS, and Operations
	Highway - Bicycle	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
ODOT Work Type:	BIKPED		
Does the administrative modification change the project classification in the MTIP? No			

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
CMAQ	Z400 Z40E	2018		\$ 290,414					\$ 290,414
TA-U	Y301 Z301	2018		\$ 865,465					\$ 865,465
STBG-U	Y230	2018		\$ 116,649					\$ 116,649
TA-U	Z301	2021			\$ 234,535				\$ 234,535
<del>CMAQ</del>	<del>Y400</del>	<del>2024</del>				<del>\$ 22,145</del>			\$ -
<del>STBG-U</del>	<del>Y230</del>	<del>2024</del>				<del>\$ 22,145</del>			\$ 22,145
<del>CMAQ</del>	<del>Y400</del>	<del>2024</del>					<del>\$ 2,570,792</del>		\$ -
<del>STBG-U</del>	<del>Y230</del>	<del>2024</del>					<del>\$ 2,570,792</del>		\$ 2,570,792
<b>Federal Totals:</b>			\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 4,100,000

Note: HSIP in PE and Construction is 100% federal

**State Funds**

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (CMAQ)	Match	2018		\$ 33,239					\$ 33,239
Local (TA-U)	Match	2018		\$ 99,056					\$ 99,056
Local (STBG)	Match	2018		\$ 13,351					\$ 13,351
Other	OTH0	2018		\$ 1,284,808					\$ 1,284,808
Local (TA-U)	Match	2021			\$ 26,844				\$ 26,844
Other	OTH0	2021			\$ 88,621				\$ 88,621
Local (Y230)	Match	2024				\$ 2,535			\$ 2,535
Other	OTH0	2024				\$ 25,320			\$ 25,320
Local (STBG)	Match	2024					\$ 294,239		\$ 294,239
Other	OTH0	2024					\$ 1,070,190		\$ 1,070,190
<b>Local Totals:</b>				<b>\$ 1,430,454</b>	<b>\$ 115,465</b>	<b>\$ 27,855</b>	<b>\$ 1,364,429</b>	<b>\$ -</b>	<b>\$ 2,938,203</b>

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Amended Programming Totals	\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203
Total Estimated Project Cost							\$ 7,038,203
Total Cost in Year of Expenditure:							\$ 7,038,203

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:	\$ -	\$ 145,646	\$ 26,844	\$ 2,535	\$ 294,239	\$ -	\$ 469,264
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,272,528	\$ 234,535	\$ 22,145	\$ 2,570,792	\$ -	\$ 4,100,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 1,430,454	\$ 115,465	\$ 27,855	\$ 1,364,429	\$ -	\$ 2,938,203
Total	\$ -	\$ 2,702,982	\$ 350,000	\$ 50,000	\$ 3,935,221	\$ -	\$ 7,038,203

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	47.1%	67.0%	44.3%	65.3%	0.0%	58.25%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	52.9%	33.0%	55.7%	34.7%	0.0%	41.75%
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%	18.08%	3.3%	0.3%	36.5%	0.0%	58.25%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.3%	1.6%	0.4%	19.4%	0.0%	41.75%
Total	0.0%	38.40%	5.0%	0.7%	55.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,702,982	\$ 350,000				Aid ID
Federal Funds Obligated:		\$ 1,272,528	\$ 234,535				N/A
EA Number:		PE002950	R9699000				FHWA or FTA
Initial Obligation Date:		4/9/2018	8/31/2021				FHWA
EA End Date:		7/31/2024	1/31/2025				FMIS or TRAMS
Known Expenditures:		\$ 2,084,989	\$ 217,017				FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2018	Years Active	7	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	11	Last Amendment	Formal	Date of Last Amendment	January 2024	Last MTIP Amend Num	JA24-04-JAN
Last Amendment Action	Scope Change: Adjust project name and description based on revised approved scope. Update funding in PE and ROW to reflect prior obligations.						

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	OR43	8.35	9.00	0.65	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	OR43/Willamette Dr		Marylhurst Dr		Before and after intersection	

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	
Notes							

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	Local or state funds committed by the lead agency above the required minimum match to the federal funds in support of a specific project phase. Also referred to 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
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

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

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <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





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

details costs programming map amendments obligations earmarks comments rtp rffa

**ODOT Key: 23254 | MTIP ID: 71286**

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

**Current Programming**

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



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

MTIP Admin Modification  
**FUND SWAP**  
 Swap STBG for CMAQ funds from  
 Key 20329

**Project #8**

<b>Project Name:</b>	<b>Council Creek Regional Trail: Enhanced Pedestrian Crossings</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>23254</b>	RFFA ID:	50462	RTP ID:	10806	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71286</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-11-MAR3</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod swaps STBG for CMAQ from Key 20329. The CMAQ will be better applied to Key 23254.

**Why Changes May Proceed Administratively:**

Fund swaps among existing projects with no scope, location, or, cost changes can occur administratively.

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

**Short Description:**

Complete 20 street & driveway crossings in the CCRT corridor facilitating safe, convenient, & comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius & Hillsboro. Trail portion delivery in Key 23549.

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

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

**STIP Description:**

Complete 20 street and driveway crossings along the Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro. Trail portion being delivered under project key 23549.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans Trail/ Multi-Use Path	New Trail/Path	Capital Improvement
ODOT Work Type:	CMAQ		
Does the administrative modification change the project classification in the MTIP? No			

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
CMAQ	Y400	2025		\$ 1,923,600					\$ 1,923,600
CMAQ	Y400	2027			\$ 87,400				\$ 87,400
<del>CMAQ</del>	<del>Y400</del>	<del>2029</del>					<del>\$ 489,000</del>		\$ -
CMAQ	Y400	2027					\$ 2,592,937		\$ 2,592,937
<del>STBG-U</del>	<del>Y230</del>	<del>2029</del>					<del>\$ 3,011,000</del>		\$ -
STBG-U	Y230	2027					\$ 907,063		\$ 907,063
<b>Federal Totals:</b>			\$ -	\$ 1,923,600	\$ 87,400	\$ -	\$ 3,500,000	\$ -	\$ 5,511,000

Note: HSIP in PE and Construction is 100% federal

**State Funds**

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025		\$ 220,165					\$ 220,165
Other	OTH0	2025		\$ 57,835					\$ 57,835
Local	Match	2027			\$ 10,003				\$ 10,003
Other	OTH0	2027			\$ 2,597				\$ 2,597
<del>Local (Y400)</del>	<del>Match</del>	<del>2029</del>					<del>\$ 55,969</del>		\$ -
Local (Y400)	Match	2027					\$ 296,773		\$ 296,773
<del>Local (Y230)</del>	<del>Match</del>	<del>2029</del>					<del>\$ 344,622</del>		\$ -
Local (Y230)	Match	2027					\$ 103,817		\$ 103,817
<del>Other</del>	<del>OTH0</del>	<del>2029</del>					<del>\$ 97,809</del>		\$ -
Other	OTH0	2027					\$ 97,809		\$ 97,809
<b>Local Totals:</b>				\$ 278,000	\$ 12,600	\$ -	\$ 498,400	\$ -	\$ 789,000
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000
Amended Programming Totals			\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000
Total Estimated Project Cost									\$ 6,300,000
Total Cost in Year of Expenditure:									\$ 6,300,000
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed. It is split programmed with Key 23549.						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (0)	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Amended Phase Matching Funds:		\$ -	\$ 220,165	\$ 10,003	\$ -	\$ 400,591	\$ -	\$ 630,759	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%	

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,923,600	\$ 87,400	\$ -	\$ 3,500,000	\$ -	\$ 5,511,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local		\$ 278,000	\$ 12,600	\$ -	\$ 498,400	\$ -	\$ 789,000
Total	\$ -	\$ 2,201,600	\$ 100,000	\$ -	\$ 3,998,400	\$ -	\$ 6,300,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	87.4%	87.4%	0.0%	87.5%	0.0%	87.48%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	12.6%	12.6%	0.0%	12.5%	0.0%	12.52%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	30.53%	1.4%	0.0%	55.6%	0.0%	87.48%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	4.4%	0.2%	0.0%	7.9%	0.0%	12.52%
Total	0.0%	34.95%	1.6%	0.0%	63.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Estimated Project Completion Date:							12/31/2028

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated)	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	Name Change: The administrative modification updates the project name to include "Regional" as part of the name and to differentiate this project from the RAISE grant portion in Key 23549.						

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	
	Council Creek Regional Trail		Douglas Street (Forest Grove)		Dennis Ave (Hillsboro)	

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

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

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.

Other	Local or state funds committed by the lead agency above the required minimum match to the federal funds in support of a specific project phase. Also referred to 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"> <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>
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Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.

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Adding a WFL Project	Adding a Western Federal Lands (WFL) project

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**ODOT Key: 23254 | MTIP ID: 71286**

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

**Current Programming**

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





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

MTIP Admin Modification  
**FUND SWAP**  
 Add CDS award to Construction.  
 Reduce overmatch.

**Project #9**

<b>Project Name:</b>	<b>Aloha Access Improvements: SW 174th Ave–SW 187th Ave</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>22128</b>	RFFA ID:	50381	RTP ID:	10608	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71095</b>	CDS ID:	OR204	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-11-MAR3</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The admin mod adds the FFY 2023 Congressionally Directed Spending (CDS) award of \$962,000 (plus required 10.27% minimum match) to the project. Local overmatch is reduced as a result. There is no changes to the scope, limits, or TPC. The CDS award supplants the unobligated local overmatch in the construction phase. The Planning phase is updated for the inclusion of State TA in place of the HIP and STBG allocations to meet minimum state TA obligation needs. Changes being made per updates in PCR-2.

**Why Changes May Proceed Administratively:**  
 Fund swaps may occur administratively assuming no scope, limits, or other cost changes are occurring.

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

**Short Description:**  
 Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

**MTIP Detailed Description (Internal Metro use only):**  
 In Washington County at multiple site locations under scope refinement, design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety. (2022-24 RFFA Award) **(HIP allocation of \$325,947 in FFY 2023 converted then to TA)**

**STIP Description:**  
 Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
		Sidewalk Reconstruction	
ODOT Work Type:	BIKPED		

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

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2023</del>	<del>\$ 358,920</del>						\$ -
<del>ADVCON</del>	<del>ACP0</del>	<del>2023</del>	<del>\$ 325,947</del>						\$ -
<b>TA-U</b>	<b>Y301</b>	<b>2023</b>	<b>\$ 684,867</b>						<b>\$ 684,867</b>
STBG-U	Y230	2025		\$ 1,512,848					\$ 1,512,848
STBG-U	Y230	2025			\$ 323,028				\$ 323,028
STBG-U	Y230	2025				\$ 44,865			\$ 44,865
STBG-U	Y230	2026					\$ 1,587,898		\$ 1,587,898
<b>HIPCDS23</b>	<b>Y926</b>	<b>2026</b>					<b>\$ 962,000</b>		<b>\$ 962,000</b>
<b>Federal Totals:</b>			<b>\$ 684,867</b>	<b>\$ 1,512,848</b>	<b>\$ 323,028</b>	<b>\$ 44,865</b>	<b>\$ 2,549,898</b>	<b>\$ -</b>	<b>\$ 5,115,506</b>

Note: TA-U replaced approved STBG in support TA backfill requirements.

**State Funds**

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

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local (STBG)</del>	<del>Match</del>	<del>2023</del>	<del>\$ 41,080</del>						\$ -
<del>Local (AC)</del>	<del>Match</del>	<del>2023</del>	<del>\$ 37,306</del>						\$ -
Local (TA)	Match	2023	\$ 78,386						\$ 78,386
Local (Y230)	Match	2025		\$ 173,152					\$ 173,152
Local (Y230)	Match	2025			\$ 36,972				\$ 36,972
Local (Y230)	Match	2025				\$ 5,135			\$ 5,135
Local (Y230)	Match	2026					\$ 181,742		\$ 181,742
Local (CDS)	Match	2026					\$ 110,105		\$ 110,105
<del>Other</del>	<del>OTH0</del>	<del>2026</del>					<del>\$ 1,522,845</del>		\$ -
Other	OTH0	2026					\$ 450,739		\$ 450,739
Local Totals:			\$ 78,386	\$ 173,152	\$ 36,972	\$ 5,135	\$ 742,586	\$ -	\$ 1,036,232
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 763,253	\$ 1,686,000	\$ 360,000	\$ 50,000	\$ 3,292,485	\$ -	\$ 6,151,738
Amended Programming Totals			\$ 763,253	\$ 1,686,000	\$ 360,000	\$ 50,000	\$ 3,292,484	\$ -	\$ 6,151,738
Total Estimated Project Cost									\$ 6,151,738
Total Cost in Year of Expenditure:									\$ 6,151,738
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ -	\$ -	\$ -	\$ (1)	\$ -	\$ (1)	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Amended Phase Matching Funds:		\$ 78,386	\$ 173,152	\$ 36,972	\$ 5,135	\$ 291,847	\$ -	\$ 585,493	
Amended Phase Matching Percent:		10.27%	10.27%	10.27%	10.27%	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	\$ 684,867	\$ 1,512,848	\$ 323,028	\$ 44,865	\$ 2,549,898	\$ -	\$ 5,115,506		
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Local	\$ 78,386	\$ 173,152	\$ 36,972	\$ 5,135	\$ 742,586	\$ -	\$ 1,036,232		
Total	\$ 763,253	\$ 1,686,000	\$ 360,000	\$ 50,000	\$ 3,292,484	\$ -	\$ 6,151,738		

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	89.73%	89.73%	89.73%	77.45%	0.0%	83.16%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	10.27%	10.27%	10.27%	22.55%	0.0%	16.84%
Total	100.0%	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	11.13%	24.59%	5.3%	0.7%	41.5%	0.0%	83.16%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	1.27%	2.8%	0.6%	0.1%	12.1%	0.0%	16.84%
Total	12.4%	27.41%	5.9%	0.8%	53.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 763,253						Aid ID
Federal Funds Obligated:	\$ 684,867						
EA Number:	C2345201						FHWA or FTA
Initial Obligation Date:	6/28/2023						FHWA
EA End Date:	6/30/2027						FMIS or TRAMS
Known Expenditures:	\$ 6,527						FMIS or TRAMS
					Estimated Project Completion Date:		12/31/2029
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	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	March 2023	Last MTIP Amend Num	AM23-12-MAR1
Last Amendment Action	ADD FUNDS Add HIP Exchange Funding award to Planning phase with match coming from construction phase						

Are There Changes in Performance Measures or Geo Spatial Data

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length		
	OR8	Not Applicable	Not Applicable	Not Applicable	Not Applicable		
Cross Street Area	Route or Arterial	Cross Street	Cross Street				
	SW Johnson St	187th Ave	174th Ave				
	SW Blanton St	187th Ave	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 POC = Yes LEP = Yes LI = Yes
				X		X	
Notes							

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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.
HIPCDS23	FFY 2023 Congressionally Directed Spending (CDS) award. Federal funds requiring a 10.27% minimum match. Appropriation approval via FHWA 3/21/2023 memo
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

TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

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

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <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>
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Adding a WFL Project	Adding a Western Federal Lands (WFL) project

**Project Budget Table** i

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)	2025		\$1,686,000.00		\$1,686,000.00
	Right-of-Way (RW)	2025		\$360,000.00		\$360,000.00
	Construction (CN)	2026		\$3,292,485.00		\$3,292,485.00
	Planning (PL) ▾	2023		\$763,253.00		\$763,253.00 <span style="float: right;">+</span>
	Utility Relocatio ▾	2025		\$50,000.00		\$50,000.00 <span style="float: right;">+</span>

\*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.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

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Subject: **ACTION:** Allocation of Highway Infrastructure  
Programs Projects designated in Division L of the  
Consolidated Appropriations Act, 2023  
[CFDA No. 20.205]

Date: March 21, 2023

In Reply

Refer to: HISM-40

With this memorandum, we are requesting the Budget Execution Team in the Office of Budget to allocate in the Fiscal Management Information System (FMIS) **\$1,851,971,613** for **557** projects to the States, as indicated in the attachment to this memorandum (**FMIS program code Y926; DELPHI fund value 1530569B50.**)

These funds remain available for obligation through September 30, 2026. Any such amounts not obligated on or before September 30, 2026, shall expire. Once the period for obligation



**Consolidated Appropriations Act, 2023**  
**(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs**

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OK	OK181	Roger Mills County US 283 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
OK	OK182	Texas County US 54 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
<b>Oklahoma</b>					<b>41,300,000</b>		<b>41,300,000</b>
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project <i>*See Note 1</i>	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	