



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 15, 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 – April 2024 Admin Mod #2
AM24-13-APR2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved April #2 administrative modification for review and inclusion in the STIP. The April #2 Admin Mod is under amendment number AM24-13-APR2 and contains 5 projects.

Key	Lead Agency	Name	Change
23510	Gresham	North Gresham Park Path	<u>COMBINE PROJECT:</u> The admin mod transfers and combines the project and funding into Key 23505 (Columbia View Park Path (Gresham)). Key 23505 will remain as a combined project delivering both Keys 23510 and 23505. The combining effort will help enhance delivery and reduce costs.
23505	Gresham	Columbia View Park Path (Gresham) Gresham Park Paths: Columbia View Park and N. Gresham Park	<u>COMBINE PROJECT:</u> The admin mod combines Key 23510 into Key 23505 for enhanced project delivery and to save on costs. Both projects were funded through Oregon Community Paths (OCP).
21606	ODOT	OR224 at SE Monroe St	<u>SPLIT/COMBINE PHASE:</u> The admin mod splits and combines the construction phase into Key 21598 to enhanced project delivery.
21598	ODOT	OR224: SE 17th Ave - SE Rusk Road	<u>COMBINE PHASE:</u> Combine Construction phase from Key 2606 into Key 21598
21629	Portland	SE Division St: 148th Ave - 174th Ave (Portland)	<u>ADD/SLIP PHASE:</u> ADD a small ROW Phase & slip Cons to FFY 2025

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. Thank you for your time to review the April #2 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
COMBINE PROJECT
 Combine Key 23510 into Key
 23505

Project #1

Project Name:	North Gresham Park Path
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Project Details Summary							
ODOT Key #	23510	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-13-APR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The admin mod transfers and combines the project and funding into Key 23505 (Columbia View Park Path (Gresham)). Key 23505 will remain as a combined project delivering both Keys 23510 and 23505. The combining effort will help enhance delivery and reduce costs.

Why Changes May Proceed Administratively:
 Per the Metro Amendment Matrix, combining related project for delivery enhancements within constrained years and do not impact the scope, location, or costs can occur administratively

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

Short Description:
 Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access

MTIP Detailed Description (Internal Metro use only):
 In the city of Gresham between 214th Ave and 217th Ave near North Gresham Elementary School and Park, construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access (FFY 2022 ODOT OCP funding award)

STIP Description:
 Construct an approximately 1,400 foot Multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	BIKPED		
Does the administrative modification change the project classification in the MTIP? Yes. The combining action results in canceling Key 23510.			

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S	Y300	2024		\$ 62,811					\$ -
TS-S	Y300	2025					\$ 558,938		\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,189					\$ -
Local	Match	2025					\$ 63,973		\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Not Applicable	The project is not short programmed, but is being combined into Key 23505.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

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

Phase Programming Percentage

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

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

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

Are There Changes in Performance Measures or Geo Spatial Data

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

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

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

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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-S	TA funds that remain under ODOT's allocation and management.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

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

Name: North Gresham Park Path		Key: 23510	
Description: Construct an approximately 1,400 foot Multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.			Region: 1
MPO: Portland Metro MPO		Work Type: BIKPED	
Applicant: CITY OF GRESHAM		Status: PROJECT SCHEDULED FOR CONSTRUCTION	
Location(s)-			
Mileposts	Length	Route	Highway
			ACT
			REGION 1 ACT
			COUNTY(S)
			MULTNOMAH
Current Project Estimate			
	Planning	Prelim. Engineering	Right of Way
			Utility Relocation
			Construction
			Other
			Project Total
Year	2024		2025
Total		\$70,000.00	\$622,910.94
Fund 1	Y300	\$62,811.00	\$558,938.00
Match		\$7,189.00	\$63,972.94
Footnote:			
Most Recent Approved Amendment			
Amendment No: 24-27-0115		Approval Date: 2/27/2024	
Requested Action: Add new project.			



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

MTIP Admin Modification
COMBINE PROJECT
 Combine Key 23510 into Key
 23505

Project #2

Project Name:	Columbia View Park Path (Gresham) Gresham Park Paths: Columbia View Park and N. Gresham Park
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Project Details Summary							
ODOT Key #	23505	RFFA ID:	N/A	RTP ID:		2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-13-APR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The admin mod combines Key 23510 into Key 23505 for enhanced project delivery and to save on costs. Both projects were funded through the Oregon Community Paths (OCP) program. Programming in the MTIP and STIP is IAW with FHWA obligation requirements through FMIS. Both projects are not regionally significant and located on either the Metro Pedestrian or Bicycle networks,

Why Changes May Proceed Administratively:
 Per the Metro Amendment Matrix, splitting/combining projects within constrained years where no cost, scope of limits changes occur may be accomplished administratively.

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

Short Description:
 Construct an approximately 2200 foot multi-use path across Columbia View Park & N. Gresham Park for pedestrian and local bicycle route connectivity and school access.

MTIP Detailed Description (Internal Metro use only):
 Oregon Community Paths federally (non regionally significant) funded projects combining Gresham's Columbia View Park Path (Key 23505) and the North Gresham Park Path (Key 23510) that will construct an approximately 2200 foot total multi-use path for enhanced project delivery and to reduce delivery costs.

STIP Description:
 Construct an approximately 2200 foot multi-use path across Columbia View Park & N. Gresham Park for pedestrian and local bicycle route connectivity and school access.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	BIKPED		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S	Y300	2024		\$ 62,170					\$ -
TA-S	Y300	2025		\$ 124,981					\$ 124,981
TA-S	Y300	2025			\$ 5,384				\$ -
TAS-S	Y300	2026			\$ 5,384				\$ 5,384
TA-S	Y300	2025					\$ 704,303		\$ -
TA-S	Y300	2027					\$ 1,263,241		\$ 1,263,241
Federal Totals:			\$ -	\$ 124,981	\$ 5,384	\$ -	\$ 1,263,241	\$ -	\$ 1,393,606

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,116					\$ -
Local	Match	2025		\$ 14,305					\$ 14,305
Local	Match	2025			\$ 616				\$ -
Local	Match	2026			\$ 616				\$ 616
Local	Match	2025					\$ 80,611		\$ -
Local	Match	2027					\$ 144,584		\$ 144,584
Local Totals:			\$ -	\$ 14,305	\$ 616	\$ -	\$ 144,584	\$ -	\$ 159,504

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Amended Programming Totals	\$ -	\$ 139,286	\$ 6,000	\$ -	\$ 1,407,825	\$ -	\$ 1,553,110
Total Estimated Project Cost							\$ 1,553,110
Total Cost in Year of Expenditure:							\$ 1,553,110
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:	\$ -	\$ 70,000	\$ -	\$ -	\$ 622,911	\$ -	\$ 692,910
Phase Change Percent:	0.0%	101.0%	0.0%	0.0%	79.4%	0.0%	180.4%
Amended Phase Matching Funds:	\$ -	\$ 14,305	\$ 616	\$ -	\$ 144,584	\$ -	\$ 159,504
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	\$ -	\$ 124,981	\$ 5,384	\$ -	\$ 1,263,241	\$ -	\$ 1,393,606
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 14,305	\$ 616	\$ -	\$ 144,584	\$ -	\$ 159,504
Total	\$ -	\$ 139,286	\$ 6,000	\$ -	\$ 1,407,825	\$ -	\$ 1,553,110
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
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%	8.05%	0.35%	0.0%	81.34%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.9%	0.04%	0.0%	9.31%	0.0%	10.27%
Total	0.0%	8.97%	0.39%	0.0%	90.65%	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:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Cross Streets	Route or Arterial	Cross Street	Cross Street
N Gresham Park Path	New Trail - Through Gresham Park	214th Ave	217th Ave
Columbia View Park Path	NE Hassalo Street	169th Ave	172nd 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
N/A							The OCP program funded non-regionally significant projects off the Metro Pedestrian and Bicycle networks

Notes: The Oregon Community Paths program eligibility criteria funds non-regionally significant recreational type pedestrian/bicycle improvement projects that are not included in the RTP or on the Metro Pedestrian or Bicycle networks. MTIP and STIP programming occur only for FHWA obligation requirements. Performance measurements do not apply.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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-S	TA funds that remain under ODOT's allocation and management.

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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

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

Key Number: 23505

2024-2027 STIP

Project Name: Gresham Park Paths: Columbia View Park and N.

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	Y300	TAP transportation alternatives program flex IJJA	100.00%	139,286.00	89.73%	124,981.33	0.00%	0.00	10.27%	14,304.67	
	PE Totals		100.00%	139,286.00		124,981.33		0.00		14,304.67	
RW	Y300	TAP transportation alternatives program flex IJJA	100.00%	6,000.00	89.73%	5,383.80	0.00%	0.00	10.27%	616.20	
	RW Totals		100.00%	6,000.00		5,383.80		0.00		616.20	
CN	Y300	TAP transportation alternatives program flex IJJA	100.00%	1,407,824.43	89.73%	1,263,240.86	0.00%	0.00	10.27%	144,583.57	
	CN Totals		100.00%	1,407,824.43		1,263,240.86		0.00		144,583.57	
Grand Totals						1,553,110.43		1,393,605.99		0.00	159,504.44

North Gresham Park Path



Key 23505 is now a combined project which will deliver both the North Gresham Park Path (formerly in Key 23510) and the Gresham Columbia View Park Path (in Key 23505) together as one project.

Columbia View Park Path





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

MTIP Admin Modification
SPLIT/COMBINE PHASE
 Split and combine Construction
 phase into Key 21598

Project #3

Project Name:	OR224 at SE Monroe St
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Project Details Summary							
ODOT Key #	21606	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71160	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-13-APR2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod splits and combines the construction phase into Key 21598 to enhanced project delivery.

Why Changes May Proceed Administratively:

Combining projects, funding, and/or phases within constrained years and do not impact the overall project scope to provide delivery efficiencies may occur administratively.

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Sec 164	YS32	2021		\$ 307,018					\$ 307,018
AC HSIP	ACPO	2024					\$ 833,755		\$ -
NHPP	Y001	2024					\$ 1,927,719		\$ -
NHPP	Y001	2024						\$ 299,879	\$ 299,879
Federal Totals:			\$ -	\$ 307,018	\$ -	\$ -	\$ -	\$ 299,879	\$ 606,897
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
ADVCON	ACPO	2021		\$ 599,828					\$ 599,828
State (YS32)	Match	2021		\$ 25,901					\$ 25,901
State (AC)	Match	2024					\$ 95,427		\$ -
State (Y001)	Match	2024					\$ 220,636		\$ -
State	Match	2024						\$ 34,322	\$ 34,322
State Totals:			\$ -	\$ 625,729	\$ -	\$ -	\$ -	\$ 34,322	\$ 660,051
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 932,747	\$ -	\$ -	\$ 3,077,537	\$ -	\$ 4,010,284
Amended Programming Totals			\$ -	\$ 932,747	\$ -	\$ -	\$ -	\$ 334,201	\$ 1,266,948
Total Estimated Project Cost									\$ 1,266,948
Total Cost in Year of Expenditure:									\$ 1,266,948

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The construction phase is being combined into Key 21598.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (3,077,537)	\$ 334,201	\$ (2,743,336)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 25,901	\$ -	\$ -	\$ -	\$ 34,322	\$ 60,223
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	N/A	10.27%	9.03%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 307,018	\$ -	\$ -	\$ -	\$ 299,879	\$ 606,897
State	\$ -	\$ 625,729	\$ -	\$ -	\$ -	\$ 34,322	\$ 660,051
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 932,747	\$ -	\$ -	\$ -	\$ 334,201	\$ 1,266,948

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	32.92%	0.0%	0.0%	0.0%	89.73%	47.90%
State	0.0%	67.08%	0.0%	0.0%	0.0%	10.3%	52.10%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.23%	0.0%	0.0%	0.0%	23.7%	47.90%
State	0.0%	49.4%	0.0%	0.0%	0.0%	2.7%	52.1%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	73.62%	0.0%	0.0%	0.0%	26.4%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 932,747					Aid ID
Federal Funds Obligated:		\$ 307,018					S171(050)
EA Number:		PE003243					FHWA or FTA
Initial Obligation Date:		10/16/2020					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	N/A
Completion Date Notes: The project completion will occur as part of Key 21598							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	12/2022	Last MTIP Amend Num	AM23-06-DEC3
Last Amendment Action	CANCEL PHASE The administrative modification cancels the ROW and Other/UR phases. Minor fund corrections are also made to the PE and Construction phases. The total project cost and scope remain unchanged at \$4,010,284.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR224	0.78	0.78	0	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Monroe St		Monroe St		OR224	

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	Limits are not within a designated EFA

Fund Codes References

<p>Advance Construction ADVCON (AC funds)</p>	<p>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.</p>
<p>AC-HSIP</p>	<p>Advanced Construction funds with the planned conversion code to be HSIP funding</p>
<p>HSIP</p>	<p>A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.</p>
<p>NHPP</p>	<p>A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]</p>
<p>Section 164</p>	<p>A federal fund source that represent funds subject to the transfer penalty which include NHPP and STBG Program funds and apply to the following states: Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Missouri, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming. The funds are subject to transfer for a State in noncompliance with section 164 of Title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of Title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of Title 23, U.S.C. When programmed in the tip, they are considered a special type of HSIP funds.</p>
<p>State</p>	<p>General state funds used as the required match to the federal funds</p>

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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

Adjusting for Prior Obligation Amounts	Adjusting 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

Key Number: 21606

2024-2027 STIP

Project Name: OR224 at SE Monroe St

(DRAFT AMENDMENT)

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACPO	ADVANCE CONSTRUCT PR	64.31%	599,828.00	0.00%	0.00	100.00%	599,828.00	0.00%	0.00	
	YS32	HSIP Section 164 penalties IJJA	35.69%	332,919.00	92.22%	307,017.90	7.78%	25,901.10	0.00%	0.00	
	PE Totals			100.00%	932,747.00		307,017.90		625,729.10		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	Z001	NATIONAL HIGHWAY PERF FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	
	UR Totals			0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00	
	Y001	National Highway Perf IJJA	0.00%	0.00	89.73%	0.00	10.27%	0.00	0.00%	0.00	
	CN Totals			0.00%	0.00		0.00		0.00		0.00
OT	Y001	National Highway Perf IJJA	100.00%	334,201.00	89.73%	299,878.56	10.27%	34,322.44	0.00%	0.00	
	OT Totals			100.00%	334,201.00		299,878.56		34,322.44		0.00
Grand Totals					1,266,948.00			606,896.46		660,051.54	0.00



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

MTIP Admin Modification
COMBINE PHASE
 Combine Construction phase from
 Key 2606 into Key 21598

Project #4

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

ODOT Key #	21598	RFFA ID:	N/A	RTP ID:	12094	2023 RTP Approval Date:	11/30/2023	
MTIP ID:	71153	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No	
MTIP Amendment ID:				AM24-13-APR2		STIP Amendment ID:		TBD

Summary of Amendment Changes Occurring:

The admin mod combines the construction phase from Key 21606 into Key 21598 to enhanced project delivery. Funding updates also are occurring.

Why Changes May Proceed Administratively:

Combining projects, funding, and/or phases within constrained years and do not impact the overall project scope to provide delivery efficiencies may occur administratively.

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

Short Description:

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

Resurface cracking/rutting pavement to extend the life of the roadway. Upgrade/install curb ramps. Construct full signal upgrade and intersection modifications at Monroe St. replacing outdated signal to increase safety for pedestrians and cyclists.

MTIP Detailed Description (Internal Metro use only):

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

On OR 224/Milwaukie Expressway in Milwaukie from SE 17th Ave to SE E Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards. Construct full signal upgrade of OR224 at SE Monroe St. to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists. (Construction phase from Key 21606 added April 2024)

STIP Description:

Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards. Construct full signal upgrade of OR224 at SE Monroe St. to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance or Preservation
		Lane Modification or Reconfiguration	
	Highway - Pedestrian	Other	
ODOT Work Type:	BRIDGE, PRESRV		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Z001	2021		\$ 824,667					\$ 824,667
NHPP	Z0E1	2021		\$ 2,263,649					\$ 2,263,649
NHPP	Z001	2023			\$ 17,946				\$ 17,946
NHPP	Y001	2023			\$ 31,406				\$ -
NHPP	Y001	2023			\$ 71,784				\$ 71,784
State-STBG	Y240	2024						\$ 197,496	\$ -
NHPP	Z0E1	2024						\$ 197,496	\$ 197,496
NHPP	Y001	2024						\$ 22,433	\$ 22,433
NHPP	Y001	2025				\$ 84,346			\$ 84,346
NHPP	Y001	2025					\$ 660,875		\$ -
NHPP	Y001	2025					\$ 11,306,841		\$ 11,306,841
State-STBG	Y240	2025					\$ 16,577,880		\$ -
AC-NHPP	ACPO	2025					\$ 6,125,703		\$ 6,125,703
Federal Totals:			\$ -	\$ 3,088,316	\$ 89,730	\$ 84,346	\$ 17,432,544	\$ 219,929	\$ 20,914,865

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z001)	Match	2021		\$ 94,387					\$ 94,387
State (Z0E1)	Match	2021		\$ 259,085					\$ 259,085
State (Z001)	Match	2023			\$ 2,054				\$ 2,054
State (Y001)	Match	2023			\$ 3,595				\$ -
State (Y001)	Match	2023			\$ 8,216				\$ 8,216
HB2017	S070	2024						\$ 22,604	\$ -
State (Z0E1)	Match	2024						\$ 22,604	\$ 22,604
State (Y001)	Match	2024						\$ 2,568	\$ 2,568
HB2017	S070	2025				\$ 9,654			\$ -
State (Y001)	Match	2025				\$ 9,654			\$ 9,654
HB2017	S070	2025					\$ 1,973,053		\$ -
State (Y001)	Match	2025					\$ 1,294,119		\$ 1,294,119
State (ACPO)	Match	2025					\$ 701,114		\$ 701,114
State Totals:			\$ -	\$ 353,472	\$ 10,270	\$ 9,654	\$ 1,995,233	\$ 25,172	\$ 2,393,801
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 3,441,788	\$ 55,001	\$ 94,000	\$ 19,211,808	\$ 220,100	\$ 23,022,697
Amended Programming Totals			\$ -	\$ 3,441,788	\$ 100,000	\$ 94,000	\$ 19,427,777	\$ 245,101	\$ 23,308,666
Total Estimated Project Cost									\$ 23,308,666
Total Cost in Year of Expenditure:									\$ 23,308,666

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. The construction phase is being combined into Key 21598.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ 44,999	\$ -	\$ 215,969	\$ 25,001	\$ 285,969
Phase Change Percent:	0.0%	0.0%	81.8%	0.0%	1.1%	11.4%	1.23%
Amended Phase Matching Funds:	\$ -	\$ 353,472	\$ 10,270	\$ 9,654	\$ 1,995,233	\$ 25,172	\$ 2,393,801
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	10.27%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,088,316	\$ 89,730	\$ 84,346	\$ 17,432,544	\$ 219,929	\$ 20,914,865
State	\$ -	\$ 353,472	\$ 10,270	\$ 9,654	\$ 1,995,233	\$ 25,172	\$ 2,393,801
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 3,441,788	\$ 100,000	\$ 94,000	\$ 19,427,777	\$ 245,101	\$ 23,308,666

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	13.25%	0.4%	0.4%	74.8%	0.9%	89.73%
State	0.0%	1.5%	0.0%	0.0%	8.6%	0.1%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	14.77%	0.4%	0.4%	83.4%	1.1%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 3,441,788	\$ 100,000			\$ 245,101	Aid ID
Federal Funds Obligated:		\$ 3,088,316	\$ 89,730			\$ 219,929	S171(051)
EA Number:		PE003243	R9903000			C1031505	FHWA or FTA
Initial Obligation Date:		10/16/2020	8/8/2023			3/21/2024	FHWA
EA End Date:		N/A	N/A			N/A	FMIS or TRAMS
Known Expenditures:		N/A	N/A			N/A	FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:	The project completion includes the construction phase from Key 21606.						
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	5	RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-08-FEB4
Last Amendment Action	ADD PHASE Add Other phase and update prior obligated funds.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR224	0.01	2.72	2.73	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Monroe St		Monroe St		OR224	

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	Limits are not within a designated EFA

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-NHPPP	Advanced Construction funds with the planned conversion code to be NHPP funding.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General state funds used as the required match to the federal funds

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

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

Key Number: **21598**

2024-2027 STIP

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

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z001	NATIONAL HIGHWAY PERF FAST	26.70%	919,054.00	89.73%	824,667.15	10.27%	94,386.85	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	73.30%	2,522,734.00	89.73%	2,263,649.22	10.27%	259,084.78	0.00%	0.00
	PE Totals			100.00%	3,441,788.00		3,088,316.37		353,471.63	
RW	Y001	National Highway Perf IJJA	80.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	20.00%	20,000.00	89.73%	17,946.00	10.27%	2,054.00	0.00%	0.00
	RW Totals			100.00%	100,000.00		89,730.00		10,270.00	
UR	Y001	National Highway Perf IJJA	100.00%	94,000.00	89.73%	84,346.20	10.27%	9,653.80	0.00%	0.00
	UR Totals			100.00%	94,000.00		84,346.20		9,653.80	
CN	ACPO	ADVANCE CONSTRUCT PR	35.14%	6,826,817.00	89.73%	6,125,702.89	10.27%	701,114.11	0.00%	0.00
	Y001	National Highway Perf IJJA	64.86%	12,600,960.00	89.73%	11,306,841.41	10.27%	1,294,118.59	0.00%	0.00
	CN Totals			100.00%	19,427,777.00		17,432,544.30		1,995,232.70	
OT	Y001	National Highway Perf IJJA	10.20%	25,001.00	89.73%	22,433.40	10.27%	2,567.60	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	89.80%	220,100.00	89.73%	197,495.73	10.27%	22,604.27	0.00%	0.00
	OT Totals			100.00%	245,101.00		219,929.13		25,171.87	
Grand Totals					23,308,666.00	20,914,866.00		2,393,800.00		0.00



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

MTIP Admin Modification
ADD/SLIP Phase
 ADD a small ROW Phase & slip
 Construction to FFY 2025

Project #5

Project Name:	SE Division St: 148th Ave - 174th Ave (Portland)
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Project Details Summary							
ODOT Key #	21629	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71183	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-13-APR2		STIP Amendment ID:		24-27-0996	

Summary of Amendment Changes Occurring:

The admin mod slips the construction phase to FFY 2025 and adds a small ROW phase. Construction phase funds are shifted to ROW. An update cost estimate has been provided. No Construction phase backfill is required.

Why Changes May Proceed Administratively:

Adding a new phase other than construction within constrained years can occur via an administrative action. Slipping a phase within constrained years also can occur administratively. There is no scope or cost change that results.

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

Short Description:

Convert existing two-way left turn lane to a raised median to improve safety on this section.

MTIP Detailed Description (Internal Metro use only):

~~Convert existing two-way left turn lane to a raised median to improve safety on this section.~~

In SE Portland on Division Street from 148th Street to 174th Street, complete highway safety channelization upgrades to include the conversion of an existing two-way left turn median lane to a raised median to improve driver safety.

STIP Description:

Convert existing two-way left turn lane to a raised median to improve safety on this section.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type	SAFETY		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS70	2024		\$ 434,174					\$ 434,174
HSIP	ZS30	2024			\$ 41,499				\$ 41,499
HSIP	ZS30	2024					\$ 1,949,044		\$ -
HSIP	ZS30	2025					\$ 1,907,545		\$ 1,907,545
Federal Totals:			\$ -	\$ 434,174	\$ 41,499	\$ -	\$ 1,907,545	\$ -	\$ 2,383,218

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 10,710					\$ 10,710
									\$ -
									\$ -
State Totals:			\$ -	\$ 10,710	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	—	\$ 48,242					\$ -
Local	Match	2024		\$ 37,532					\$ 37,532
Local	Match	2024			\$ 3,501				\$ 3,501
Local	Match	2024					\$ 164,428		\$ -
Local	Match	2025					\$ 160,927		\$ 160,927
									\$ -
Local Totals:			\$ -	\$ 37,532	\$ 3,501	\$ -	\$ 160,927	\$ -	\$ 201,960

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 482,416	\$ -	\$ -	\$ 2,113,472	\$ -	\$ 2,595,888
Amended Programming Totals	\$ -	\$ 482,416	\$ 45,000	\$ -	\$ 2,068,472	\$ -	\$ 2,595,888
Total Estimated Project Cost							\$ 2,595,888
Total Cost in Year of Expenditure:							\$ 2,595,888

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 0	\$ 45,000	\$ -	\$ (45,000)	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 37,532	\$ 3,501	\$ -	\$ 160,927	\$ -	\$ 201,960
Amended Phase Matching Percent:	N/A	7.78%	7.78%	N/A	7.78%	N/A	7.78%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 434,174	\$ 41,499	\$ -	\$ 1,907,545	\$ -	\$ 2,383,218
State	\$ -	\$ 10,710	\$ -	\$ -	\$ -	\$ -	\$ 10,710
Local	\$ -	\$ 37,532	\$ 3,501	\$ -	\$ 160,927	\$ -	\$ 201,960
Total	\$ -	\$ 482,416	\$ 45,000	\$ -	\$ 2,068,472	\$ -	\$ 2,595,888

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	90.00%	92.22%	0.0%	92.2%	0.0%	91.81%
State	0.0%	2.22%	0.0%	0.0%	0.0%	0.0%	0.41%
Local	0.0%	7.78%	7.8%	0.0%	7.8%	0.0%	7.78%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	16.73%	1.6%	0.0%	73.5%	0.0%	91.81%
State	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%
Local	0.0%	1.4%	0.1%	0.0%	6.2%	0.0%	7.78%
Total	0.0%	18.58%	1.7%	0.0%	79.7%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 482,416					Aid ID
Federal Funds Obligated:		\$ 434,174					5900(335)
EA Number:		PE003535					FHWA or FTA
Initial Obligation Date:		10/23/2023					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	December 2024	Last MTIP Amend Num	AM24-02-DEC1
Last Amendment Action	MINOR CHANGE: Update PE phase for the recent HSIP obligation and tweaks Construction as a result. No action in STIP is required as the updates have already occurred						

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
	SE Division Street		148th 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	Equity = Yes all categories north and south of SE Division within the project limits						

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
State	General State funds used in support of the required match to the federal funds.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

Key Number: 21629

2024-2027 STIP

Project Name: SE Division St: 148th Ave - 174th Ave (Portland)

(DRAFT AMENDMENT)

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	YS70	Vulnerable User Safety Special Rule IIIA	100.00%	482,415.00	90.00%	434,173.50	2.22%	10,709.61	7.78%	37,531.89	
	PE Totals			100.00%	482,415.00		434,173.50		10,709.61		37,531.89
RW	ZS30	HIGHWAY SAFETY IMP PROG FAST	100.00%	45,000.00	92.22%	41,499.00	0.00%	0.00	7.78%	3,501.00	
	RW Totals			100.00%	45,000.00		41,499.00		0.00		3,501.00
CN	ZS30	HIGHWAY SAFETY IMP PROG FAST	100.00%	2,068,472.00	92.22%	1,907,544.88	0.00%	0.00	7.78%	160,927.12	
	CN Totals			100.00%	2,068,472.00		1,907,544.88		0.00		160,927.12
Grand Totals					2,595,887.00		2,383,217.38		10,709.61		201,960.01

##### CONSTRUCTION ESTIMATE SUMMARY #####			
TOTAL BID ITEMS			\$ 859,727
CONSTRUCTION CONTINGENCY		5% of Bid Items	\$ 42,986
SUBTOTAL			\$ 902,713
ANTICIPATED ITEMS			\$ 86,832
TOTAL CONSTRUCTION			\$ 989,546
For 60%, 95%, and Final estimates stop here. The PM will add soft costs. Hide rows in grey.			
PROJECT DEVELOPMENT		3% of Bid Items	\$ 25,792
PROJECT MANAGEMENT		5% of Bid Items	\$ 42,986
DESIGN ENGINEERING		25% of Bid Items	\$ 214,932
CONSTRUCTION MANAGEMENT		15% of Bid Items	\$ 128,959
PROJECT DEVELOPMENT OVERHEAD		83.32% of PD	\$ 21,490
PROJECT MANAGEMENT OVERHEAD		83.32% of PE	\$ 35,816
DESIGN ENGINEERING OVERHEAD		83.32% of DE	\$ 179,081
CONSTRUCTION MANAGEMENT OVERHEAD		83.32% of CM	\$ 107,449
TOTAL PROJECT ENGINEERING & MANAGEMENT			\$ 756,505
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES			\$ -
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION			\$ -
RIGHT-OF-WAY CONTINGENCY		30% of L&I&D	\$ -
TOTAL PROJECT RIGHT-OF-WAY			\$ 45,000
	Years	Inflation	
INFLATION RATE ON CONSTRUCTION CONTRACT	2	5.1% of Construction	\$ 103,507
INFLATION RATE ON PERSONNEL COSTS	2	5.0% of Eng. & Mgmt.	\$ 77,542
ALLOWANCE FOR DESIGN REFINEMENT		20% of Const, Eng. & Mgmt., and Inflation	\$ 385,420
TOTAL INFLATION AND ALLOWANCE FOR DESIGN REFINEMENT			\$ 566,469
TOTAL 2% FOR ART			\$ -
TOTAL PROJECT ESTIMATE			\$ 2,357,520

Cons Total(\$989,486) + Cons management (\$128,959) + Cons Mgmt Overhead (\$107,449) + Cons Inflation (\$103,507) = \$1,329,401
 Cons programmed total = \$2,068,472. No backfill requirement confirmed per above estimate.