



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: May 21, 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 – May 2024 Admin Mod #2, AM24-15-MAY2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved May #2 regular administrative modification for review and inclusion in the STIP. The May #2 Admin Mod is under amendment number AM24-15-MAY2 and includes various required project changes and updates authorized as administrative changes under the Metro MTIP Amendment Matrix. There are eight projects in the bundle and include the following:

Key	Lead Agency	Name	Change
20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	PHASE SLIP: Slip Construction phase from FFY 2024 to FFY 2025
21602	ODOT	I-5: Marquam Bridge - SW Terwilliger Blvd	CANCEL PHASE: Cancel UR phase
21613	ODOT	US30: Sandy River - OR35	CANCEL PHASE: Cancel Other phase
18758	ODOT	OR8: Canyon Rd Pedestrian Enhancements	PHASE SLIP: Update Fund type mix and slip Cons to FFY 2025
21630	Portland	SE Stark St: 148th Ave - 162nd Ave (Portland)	PHASE SLIP: Slip PE phase from FFY 2024 to FFY 2025
22830	Portland	N Basin Ave: N Leverman St - N Emerson St (Portland)	COMBINE PROJECTS: Combine Key 22830 into Key 22827
22827	Portland	92nd Ave, E Burnside St and N Basin Ave (Portland)	COMBINE PROJECTS: Combine Key 22830 into Key 22827
20328	Washington County	OR8 Corridor Safety and Access to Transit II	CANCEL PHASE: Cancel ROW phase and tweak scope/description

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 May #2 Administrative Modification to the 2024-27 MTIP.

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



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

MTIP Admin Modification
PHASE SLIP
 Slip Cons from FFY 2024 to FFY
 2025

Project #1

Project Name:	NE Cleveland Ave.: SE Stark St - NE Burnside
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Project Details Summary							
ODOT Key #	20808	RFFA ID:	50316	RTP ID:	11096	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70878	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The admin mod slips the Construction phase from FFY 2024 to FFY 2025. *(FFY 2024 Obligation Targets hit results)*. ROW phase will not be completed in time to obligate construction phase funding before the end of FFY 2024. Phase slip need verified by the ODOT LAL.

Why Changes May Proceed Administratively:
 Phase slips within constrained years that do not impact scope or cost may occur administratively.

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

Short Description:
 Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.

MTIP Detailed Description (Internal Metro use only):
 Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.

STIP Description:
 Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	On-Street Striped	Capital Investment
	Active Trans - Pedestrian	Sidewalk - New	
	Active Trans - Pedestrian	Crossing Treatments	
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2019		\$ 451,491					\$ 451,491
CMAQ-U	Z40E	2021			\$ 376,569				\$ 376,569
CMAQ-U	Z400	2024	—				\$ 2,313,096		\$ -
CMAQ-U	Z400	2025					\$ 2,313,096		\$ 2,313,096
Federal Totals:			\$ -	\$ 451,491	\$ 376,569	\$ -	\$ 2,313,096	\$ -	\$ 3,141,156

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	2019		\$ 51,675					\$ 51,675
Local	Match	2021			\$ 43,100				\$ 43,100
Other	OTH0	2021			\$ 987,831				\$ -
Other	OTH0	2021			\$ 987,649				\$ 987,649
Local	Match	2024					\$ 264,744		\$ -
Local	Match	2025					\$ 264,744		\$ 264,744
Other	OTH0	2024					\$ 947,160		\$ -
Other	OTH0	2025					\$ 947,160		\$ 947,160
Local Totals:			\$ -	\$ 51,675	\$ 1,030,749	\$ -	\$ 1,211,904	\$ -	\$ 2,294,328

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 503,166	\$ 1,407,500	\$ -	\$ 3,525,000	\$ -	\$ 5,435,666
Amended Programming Totals	\$ -	\$ 503,166	\$ 1,407,318	\$ -	\$ 3,525,000	\$ -	\$ 5,435,484
Total Estimated Project Cost							\$ 5,435,484
Total Cost in Year of Expenditure:							\$ 5,435,484
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:	\$ -	\$ -	\$ (182)	\$ -	\$ -	\$ -	\$ (182)
Phase Change Percent:	0.0%	0.0%	-0.01%	0.0%	0.0%	0.0%	-0.01%
Amended Phase Matching Funds:	\$ -	\$ 51,675	\$ 43,100	\$ -	\$ 264,744	\$ -	\$ 359,519
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	\$ -	\$ 451,491	\$ 376,569	\$ -	\$ 2,313,096	\$ -	\$ 3,141,156
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 51,675	\$ 1,030,749	\$ -	\$ 1,211,904	\$ -	\$ 2,294,328
Total	\$ -	\$ 503,166	\$ 1,407,318	\$ -	\$ 3,525,000	\$ -	\$ 5,435,484
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	26.76%	0.0%	65.62%	0.0%	57.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	10.27%	73.24%	0.0%	34.38%	0.0%	42.21%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	8.31%	6.9%	0.0%	42.6%	0.0%	57.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	1.0%	19.0%	0.0%	22.3%	0.0%	42.21%
Total	0.0%	9.26%	25.9%	0.0%	64.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 503,166	\$ 1,407,318				Aid ID
Federal Funds Obligated:		\$ 451,491	\$ 376,569				
EA Number:		PE003058	R9476000				FHWA or FTA
Initial Obligation Date:		12/11/2018	8/27/2021				FHWA
EA End Date:		12/31/2025	12/31/2025				FMIS or TRAMS
Known Expenditures:		\$ 295,494	\$ 382,532				FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2019	Years Active	6	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	9	Last Amendment	Administrative	Date of Last Amendment	January 2023	Last MTIP Amend Num	AM23-07-JAN1
Last Amendment Action	Slip cons and funding from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Cleveland Ave		NE Stark St		NE Burnside	

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	In Equity Focus Area = Yes POC = Yes LEP = Yes LI = Yes
				X		X	
Notes	Safety improvements includes as part of scope, but not located in an identified High Injury Corridor						

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
Other	Local or state funds committed to the project beyond the minimum match requirement to the federal funds. Also referred to as "Overmatch" funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</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

Name: **NE Cleveland Ave: SE Stark ST - NE Burnside**

Key: **20808**

Description **Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.**

Region: **1**

MPO: **Portland Metro MPO**

Work Type: **MODERN**

Applicant: **CITY OF GRESHAM**

Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering		Right of Way		Utility Relocation	Construction		Other	Project Total
Year		2019		2021			2024			
Total		\$503,166.00		\$1,407,318.00			\$3,525,000.00			\$5,435,484.00
Fund 1		Z230	\$451,490.85	OTH0	\$987,649.00		Z400	\$2,313,095.83		
Match			\$51,675.15					\$264,744.17		
Fund 2				Z40E	\$376,568.99		OTH0	\$947,160.00		
Match					\$43,100.01					

Footnote: Current funding: \$451,490.85 fed STBG, \$2,689,664.82 fed CMAQ

Most Recent Approved Amendment

Amendment No: **21-24-3051**

Approval Date: **1/5/2023**

Requested Action: **Slip the Construction phase to start in federal fiscal year 2024.**



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

MTIP Admin Modification
CANCEL PHASE
 Cancel UR phase

Project #2

Project Name:	I-5: Marquam Bridge - SW Terwilliger Blvd
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Project Details Summary							
ODOT Key #	21602	RFFA ID:	N/A	RTP ID:	11584	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71156	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		24-27-1163	

Summary of Amendment Changes Occurring:

The administrative modification cancels the UR phase to the project as it is now not required. The change results in less than a 1% cons decrease to the project. There are no scope or limits changes that result.

Why Changes May Proceed Administratively:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Planning - Corridor Area Planning	System Management and Operations	System Management, ITS, and Operations
ODOT Work Type:	OP-SSI		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z240	2021		\$ 845,192					\$ -
State STBG	Z240	2021		\$ 863,735					\$ 863,735
HIP	Z910	2021		\$ 1,236,172					\$ 1,236,172
NHPP	Z001	2021		\$ 18,544					\$ -
NHPP	Y001	2024				\$ 61,810			\$ -
NHPP	Z001	2024				\$ 5,887,832			\$ 5,887,832
NHPP	Y001	2023					\$ 474,011		\$ 474,011
Federal Totals:			\$ -	\$ 2,099,907	\$ -	\$ -	\$ 5,887,832	\$ 474,011	\$ 8,461,750

Note: HSIP in PE and Construction is 100% federal

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z240)	Match	2021		\$ 71,303					\$ -
State (Z240)	Match	2021		\$ 72,868					\$ 72,868
State (Z910)	Match	2021		\$ 104,288					\$ 104,288
State (Z001)	Match	2021		\$ 1,564					\$ -
State	Match	2024				\$ 5,215			\$ -
State	Match	2024				\$ 496,718			\$ 496,718
State	Match	2023					\$ 39,989		\$ 39,989
State Totals:			\$ -	\$ 177,156	\$ -	\$ -	\$ 496,718	\$ 39,989	\$ 713,863

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,277,063	\$ -	\$ 67,025	\$ 6,384,550	\$ 514,000	\$ 9,242,638
Amended Programming Totals			\$ -	\$ 2,277,063	\$ -	\$ -	\$ 6,384,550	\$ 514,000	\$ 9,175,613
Total Estimated Project Cost									\$ 9,175,613
Total Cost in Year of Expenditure:									\$ 9,175,613
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:		\$ -	\$ -	\$ -	\$ (67,025)	\$ -	\$ -	\$ (67,025)	
Phase Change Percent:		0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	-0.7%	
Amended Phase Matching Funds:		\$ -	\$ 177,155	\$ -	\$ -	\$ 496,718	\$ 39,989	\$ 713,862	
Amended Phase Matching Percent:		N/A	7.78%	0.0%	N/A	7.78%	7.78%	7.78%	
Phase Programming Summary Totals									
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total		
Federal	\$ -	\$ 2,099,907	\$ -	\$ -	\$ 5,887,832	\$ 474,011	\$ 8,461,750		
State	\$ -	\$ 177,156	\$ -	\$ -	\$ 496,718	\$ 39,989	\$ 713,863		
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 2,277,063	\$ -	\$ -	\$ 6,384,550	\$ 514,000	\$ 9,175,613		
Phase Composition Percentages									
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total		
Federal	0.0%	92.22%	0.0%	0.0%	92.22%	92.22%	92.22%		
State	0.0%	7.78%	0.0%	0.0%	7.78%	7.78%	7.78%		
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Total	0.0%	100.00%	0.0%	0.0%	100.00%	100.00%	100.00%		

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	22.89%	0.0%	0.0%	64.17%	5.17%	92.22%
State	0.0%	1.93%	0.0%	0.0%	5.41%	0.44%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	24.82%	0.0%	0.00%	69.58%	5.60%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,277,063				\$ 514,000	Aid ID
Federal Funds Obligated:		\$ 2,099,907				\$ 474,011	S001(540)
EA Number:		PE003244				C0261505	FHWA or FTA
Initial Obligation Date:		11/5/2020				6/13/2023	FHWA
EA End Date:		N/A				N/A	FMIS or TRAMS
Known Expenditures:		N/A				N/A	FMIS
					Estimated Project Completion Date:		6/30/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	2/2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	CANCEL PHASE: Cancel ROW and shift funds to PE, update description						

Are There Changes in Performance Measures or Geo Spatial Data

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

Cross Streets	Route or Arterial	Cross Street		Cross Street			
	N/A	N/A		N/A			
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No							
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	Equity Yes (POC and LEP) in Northern portion Ross Island Br to Marquam Br

Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151,
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

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

Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> -The changes to the project costs remain under the formal amendment cost threshold. -The changes to the project limits and location remain under the formal amendment threshold. -The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 -The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. -For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	H010	INTERSTATE MAINTENAN	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	L00E	EXTENSION OF ALLOC P	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	L01E	INTERSTATE MAINTENAN	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	LZ1E	EQUITY BONUS/EXEMPT	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	M002	NHPP-EXEMPT	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	M030	REDISTRIBUTION CERTAIN AUTHORIZED	0.00%	0.03	92.22%	0.02	7.78%	0.01	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT	0.00%	0.02	92.22%	0.02	7.78%	0.00	0.00%	0.00
	Q030	REDISTRIB OF CERTAIN	0.00%	0.02	92.22%	0.01	7.78%	0.01	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	41.13%	936,603.00	92.22%	863,735.28	7.78%	72,867.72	0.00%	0.00
	Z910	Highway infrastructure over 200k population	58.87%	1,340,459.83	92.22%	1,236,172.05	7.78%	104,287.78	0.00%	0.00
	PE Totals			100.00%	2,277,063.00		2,099,907.43		177,155.57	
RW	Z001	NATIONAL HIGHWAY PERF FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00	0.00
UR	Y001	National Highway Perf IJA	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	UR Totals			0.00%	0.00		0.00		0.00	0.00
CN	Z001	NATIONAL HIGHWAY PERF FAST	100.00%	6,384,550.00	92.22%	5,887,832.01	7.78%	496,717.99	0.00%	0.00
	CN Totals			100.00%	6,384,550.00		5,887,832.01		496,717.99	0.00
OT	Y001	National Highway Perf IJA	100.00%	514,000.00	92.22%	474,010.80	7.78%	39,989.20	0.00%	0.00
	OT Totals			100.00%	514,000.00		474,010.80		39,989.20	0.00
Grand Totals					9,175,613.00		8,461,750.24		713,862.76	0.00



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

MTIP Admin Modification
CANCEL PHASE
 Cancel Other phase

Project #3

Project Name:	US30: Sandy River - OR35
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Project Details Summary							
ODOT Key #	21613	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71167	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		24-27-1169	

Summary of Amendment Changes Occurring:
 The admin mod cancels the Other phase. PE and Construction phase funding tweaks also are occurring. The net change is that the project cost increases by \$58k or 8% from the prior MTIP programming levels. The change is well less than the 50% threshold for cost changes.

Why Changes May Proceed Administratively:
 Canceling phases except for Construction within constrained years and that do not result in a scope or limits change 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:
 Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.

MTIP Detailed Description (Internal Metro use only):
 Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.

STIP Description:
 Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
ODOT Work Type:	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	ZS3E	2022		\$ 121,967					\$ 121,967
HSIP	YS30	2022		\$ 75,000					\$ 75,000
HSIP	YS30	2024					\$ 596,130		\$ -
HSIP	YS30	2024					\$ 587,400		\$ 587,400
HSIP	YS30	2024						\$ 7,944	\$ -
Federal Totals:			\$ -	\$ 196,967	\$ -	\$ -	\$ 587,400	\$ -	\$ 784,367
Note: HSIP is 100% federal. No match required.									
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 Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 121,967	\$ -	\$ -	\$ 596,130	\$ 7,944	\$ 726,041
Amended Programming Totals			\$ -	\$ 196,967	\$ -	\$ -	\$ 587,400	\$ -	\$ 784,367
Total Estimated Project Cost									\$ 784,367
Total Cost in Year of Expenditure:									\$ 784,367

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 75,000	\$ -	\$ -	\$ (8,730)	\$ (7,944)	\$ 58,326
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%
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	\$ -	\$ 196,967	\$ -	\$ -	\$ 587,400	\$ -	\$ 784,367
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 196,967	\$ -	\$ -	\$ 587,400	\$ -	\$ 784,367

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	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%	25.11%	0.0%	0.0%	74.9%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	25.11%	0.0%	0.0%	74.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 196,967			\$ 587,400		Aid ID
Federal Funds Obligated:		\$ 196,967			\$ 587,400		S100(069)
EA Number:		PE003342			CON04725		FHWA or FTA
Initial Obligation Date:		5/8/2024			5/8/2024		FHWA
EA End Date:		N/A			N/A		FMIS or TRAMS
Known Expenditures:		N/A			N/A		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	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2022	Years Active	3	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects)	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	October 2023	Last MTIP Amend Num	AM24-01-OCT1
Last Amendment Action	Cancel ROW phase and shift funds to CON.						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	US30	0.0	51.53	51.53	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	US30/I-84		Interstate 5		About 1/2 mile east of Wyeth Rd Access Rd	

Note: The project limits exceed the Metro MPA boundary area

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes: Some portions of US30/I84 cross into EFAs
				X		X	
Notes							

Fund Codes References

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.
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MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

<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"> -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
<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"> -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.
<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>

Project Name: US30: Sandy River - OR35

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS30	Highway Safety Imp Program IIIA	38.08%	75,000.00	100.00%	75,000.00	0.00%	0.00	0.00%	0.00
	ZS3E	Highway Safety Improvement Program Fast Act Extension	61.92%	121,967.00	100.00%	121,967.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	196,967.00		196,967.00		0.00		0.00
RW	YS30	Highway Safety Imp Program IIIA	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
CN	YS30	Highway Safety Imp Program IIIA	100.00%	587,400.21	100.00%	587,400.21	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	587,400.21		587,400.21		0.00		0.00
OT	ZS30	HIGHWAY SAFETY IMP PROG FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				784,367.21		784,367.21		0.00		0.00



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

MTIP Admin Modification
PHASE SLIP
 Update Fund type mix and slip
 Cons to FFY 2025

Project #4

Project Name:	OR8: Canyon Rd Pedestrian Enhancements
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Project Details Summary							
ODOT Key #	18758	RFFA ID:	N/A	RTP ID:	11440	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70757	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:			

Summary of Amendment Changes Occurring:

The admin mod updates the fund type codes committed to the project and slips the construction phase to FFY 2025. The net cost change to the project is 2.7%. ADA scope work is also added to the project which was already inferred in the prior scope and description.

Why Changes May Proceed Administratively:

The added ADA is exempt and a very minor adjustment to the project scope. The cost update at 2.7% is well less than the 20% threshold. The phase slip is within constrained years and does not include major scope, cost, or limit change.

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

Short Description:

Construct streetscape, safety, & operational enhancements such as new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands, crosswalk striping, and upgrade signal safety & access

MTIP Detailed Description (Internal Metro use only):

Construct various pedestrian upgrades on Canyon Rd/OR8 in Beaverton between MP 3.15 and MP 3.90, between SW 117th Ave and SW Lloyd St to include new pedestrian crossing at Cedar Hills Blvd, rectangular rapid flashing beacon (RRFB) at Rose Biggi Ave, construct median islands with landscaping, crosswalk striping, plus street and intersection lighting (Split from ODOT OR8 January 2023, 2016-2018 RFFA award and HIP fund exchange award)

STIP Description:

Construct streetscape, safety & operational enhancements of median islands and crosswalk striping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	System Management and Operations	System Management, ITS, and Operations
	Active Trans - Motor Vehicle	Lane Reconfiguration or Modification	
ODOT Work Type:	Safety, Operation, Signs, Signals and Illumination		

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHS	Q760	2015		\$ 25,452					\$ 25,452
State STP	H240	2015		\$ 32,882					\$ 32,882
Equity B	LZ20	2015		\$ 50,344					\$ 50,344
Redistribution	M040 M03E	2015		\$ 125,876					\$ 125,876
STBG-U	Z230	2015		\$ 1,903,137					\$ -
STBG-U	Z230	2015		\$ 1,111,396					\$ 1,111,396
TAP-U	Y301	2015		\$ 791,742					\$ 791,742
ADVCON	ACPO	2015		\$ 67,297					\$ 67,297
HSIP	ZS30	2020			\$ 225,133				\$ -
TAP-U	Y301	2020			\$ 251,339				\$ 251,339
State STBG	Z240	2024					\$ 222,297		\$ -
State STBG	Y240	2025					\$ 548,244		\$ 548,244
STBG-U	Z230	2024					\$ 1,974,955		\$ -
STBG-U	Y230	2025					\$ 1,974,955		\$ 1,974,955
AC-TAS	ACPO	2024					\$ 325,947		\$ -
ADVCON	ACPO	2025					\$ 526,501		\$ 526,501
Federal Totals:			\$ -	\$ 2,204,989	\$ 251,339	\$ -	\$ 3,049,700	\$ -	\$ 5,506,028

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHS)	Match	2015		\$ 2,913					\$ 2,913
State (STP)	Match	2015		\$ 3,764					\$ 3,764
State (Eq B)	Match	2015		\$ 5,762					\$ 5,762
State (Redist)	Match	2015		\$ 14,407					\$ 14,407
State (ACPO)	Match	2015		\$ 7,703					\$ 7,703
State (Y301)	Match	2015		\$ 1,941					\$ 1,941
State (HSIP)	Match	2020			\$ 25,767				\$ -
State (Y301)	S010	2020			\$ 28,767				\$ 28,767
State	S010	2020			\$ 30,000				\$ -
State	S010	2020			\$ 794				\$ 794
State (Z240)	Match	2024					\$ 25,443		\$ -
State (Y240)	Match	2025					\$ 62,749		\$ 62,749
State (ACPO)	Match	2024					\$ 37,306		\$ -
State (ACPO)	Match	2025					\$ 60,260		\$ 60,260
State Totals:			\$ -	\$ 36,490	\$ 29,561	\$ -	\$ 123,009	\$ -	\$ 189,060
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (STBG)	Match	2015		\$ 217,823					\$ -
Local (STBG)	Match	2015		\$ 127,204					\$ 127,204
Local (TAP)	Match	2015		\$ 88,677					\$ 88,677
Local (Y230)	Match	2024					\$ 226,042		\$ -
Local (Y230)	Match	2025					\$ 226,042		\$ 226,042
Local Totals:			\$ -	\$ 215,881	\$ -	\$ -	\$ 226,042	\$ -	\$ 215,881
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,392,004	\$ 280,900	\$ -	\$ 2,811,990	\$ -	\$ 5,484,894
Amended Programming Totals			\$ -	\$ 2,457,360	\$ 280,900	\$ -	\$ 3,398,751	\$ -	\$ 6,137,011
Total Estimated Project Cost									\$ 6,137,011
Total Cost in Year of Expenditure:									\$ 6,137,011

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:	\$ -	\$ 65,356	\$ -	\$ -	\$ 586,761	\$ -	\$ 652,117
Phase Change Percent:	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%
Amended Phase Matching Funds:	\$ -	\$ 252,371	\$ 28,767	\$ -	\$ 349,051	\$ -	\$ 630,189
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	\$ -	\$ 2,204,989	\$ 251,339	\$ -	\$ 3,049,700	\$ -	\$ 5,506,028
State	\$ -	\$ 36,490	\$ 29,561	\$ -	\$ 123,009	\$ -	\$ 189,060
Local	\$ -	\$ 215,881	\$ -	\$ -	\$ 226,042	\$ -	\$ 441,923
Total	\$ -	\$ 2,457,360	\$ 280,900	\$ -	\$ 3,398,751	\$ -	\$ 6,137,011

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.48%	0.0%	89.73%	0.0%	89.72%
State	0.0%	1.48%	10.52%	0.0%	3.62%	0.0%	3.08%
Local	0.0%	8.79%	0.0%	0.0%	6.65%	0.0%	7.20%
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%	35.93%	4.1%	0.0%	49.7%	0.0%	89.72%
State	0.0%	0.6%	0.5%	0.0%	2.0%	0.0%	3.1%
Local	0.0%	3.5%	0.0%	0.0%	3.7%	0.0%	7.20%
Total	0.0%	40.04%	4.6%	0.0%	55.4%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,457,360	\$ 280,900				Aid ID
Federal Funds Obligated:		\$ 2,204,989	\$ 225,133				
EA Number:		PE002550	R9263000				FHWA or FTA
Initial Obligation Date:		8/30/2015	11/1/2019				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2025
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	2015	Years Active	9	Project Status	5	5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities	
Total Prior Amendments	9	Last Amendment	Formal	Date of Last Amendment	October Update	Last MTIP Amend Num	2024-27 MTIP Update and carryover
Last Amendment Action	Project split, funding, and scope adjustments 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	
	Yes	OR8	3.15	3.9	0.75	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SW Canyon Rd		Just west of SW Lloyd Ave		Approximately SW 17th 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 People of Color (POC) = Yes Limited English (LEP) = Yes Limited Income (LI) = Yes
				X		X	

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.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Redistribution	A special federal funding source (FHWA based). Every State DOT is required to meet annual obligation targets. If a State DOT does not meet its required obligation goals, FHWA may rescind a portion of the appropriated funds and redistribute them to other states that met their targets. Redistribution of certain authorized funds when programmed reflects a portion of the rescinded funds from other states to Oregon,
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
State	General State funds committed to the project.

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.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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

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

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	3.06%	75,000.00	89.73%	67,297.50	10.27%	7,702.50	0.00%	0.00
	H240	STP STATE FLEXIBLE -	1.49%	36,645.50	89.73%	32,882.01	10.27%	3,763.49	0.00%	0.00
	LZ20	EQUITY BONUS-SPECIAL	2.28%	56,106.27	89.73%	50,344.16	10.27%	5,762.11	0.00%	0.00
	M03E	REDIST CERTAIN AUTH MAP-21 EXT	1.79%	43,883.17	89.73%	39,376.37	10.27%	4,506.80	0.00%	0.00
	M040	FY15 REDISTRIBUTION OF FUNDS	3.92%	96,400.00	89.73%	86,499.72	10.27%	9,900.28	0.00%	0.00
	Q760	MINIMUM GUARANTEE -	1.15%	28,365.05	89.73%	25,451.96	10.27%	2,913.09	0.00%	0.00
	Y301	TAP-Urban over 200,000 population IJA	35.91%	882,360.01	89.73%	791,741.63	0.22%	1,941.19	10.05%	88,677.19
	Z230	STP >200K	50.40%	1,238,600.00	89.73%	1,111,395.78	0.00%	0.00	10.27%	127,204.22
	PE Totals			100.00%	2,457,360.00		2,204,989.13		36,489.46	
RW	S010	STATE	0.28%	794.00	0.00%	0.00	100.00%	794.00	0.00%	0.00
	Y301	TAP-Urban over 200,000 population IJA	99.72%	280,106.00	89.73%	251,339.11	10.27%	28,766.89	0.00%	0.00
	RW Totals			100.00%	280,900.00		251,339.11		29,560.89	
CN	ACPO	ADVANCE CONSTRUCT PR	17.26%	586,761.00	89.73%	526,500.65	10.27%	60,260.35	0.00%	0.00
	Y230	STBG Urban - populations greater than 200,000 IJA	64.76%	2,200,997.00	89.73%	1,974,954.61	0.00%	0.00	10.27%	226,042.39
	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	17.98%	610,993.00	89.73%	548,244.02	10.27%	62,748.98	0.00%	0.00
	CN Totals			100.00%	3,398,751.00		3,049,699.28		123,009.33	
Grand Totals					6,137,011.00		5,506,027.52		189,059.68	441,923.80



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

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

Project #5

Project Name:	SE Stark St: 148th Ave - 162nd Ave (Portland)
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Project Details Summary							
ODOT Key #	21630	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71184	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		TBD	

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

Why Changes May Proceed Administratively:
 Phase slips that occur within constrained years and do not include scope, cost , or limit changes can occur administratively. *Note: Last project amendment Marc #1 Admin Mod that added a RIOW Phase and provided phase programming corrections. Approved in STIP.*

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.

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

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024	—	\$ 172,250					\$ -
HSIP	YS30	2025		\$ 172,250					\$ 172,250
HSIP	YS30	2025			\$ 69,165				\$ 69,165
HSIP	YS30	2025					\$ 1,057,646		\$ 1,057,646
Federal Totals:			\$ -	\$ 172,250	\$ 69,165	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
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	—	\$ 14,532					\$ -
Local	Match	2025		\$ 14,532					\$ 14,532
Local	Match	2025			\$ 5,835				\$ 5,835
Local	Match	2025					\$ 89,227		\$ 89,227
Local Totals:			\$ -	\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 186,782	\$ 75,000	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Amended Programming Totals			\$ -	\$ 186,782	\$ 75,000	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655
Total Estimated Project Cost									\$ 1,408,655
Total Cost in Year of Expenditure:									\$ 1,408,655

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594
Amended Phase Matching Percent:	N/A	7.78%	7.78%	N/A	7.78%	N/A	7.78%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 172,250	\$ 69,165	\$ -	\$ 1,057,646	\$ -	\$ 1,299,061
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 14,532	\$ 5,835	\$ -	\$ 89,227	\$ -	\$ 109,594
Total	\$ -	\$ 186,782	\$ 75,000	\$ -	\$ 1,146,873	\$ -	\$ 1,408,655

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	0.0%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	7.78%	0.0%	0.0%	0.0%	0.0%	7.78%
Total	0.0%	100.0%	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	0.00%	12.23%	4.9%	0.0%	75.1%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	1.0%	0.4%	0.0%	6.3%	0.0%	7.78%
Total	0.0%	13.26%	5.3%	0.0%	81.4%	0.0%	100.00%

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip PE phase federal HSIP funds of \$241,415 and match from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

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 Stark St		148th Ave		162nd 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 Focus Areas Apply - Yes north and south of SE Stark St POC = Yes, LEP = Yes, LI = Yes
				X		X	

Fund Codes References

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

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

<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"> -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
<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"> -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.
<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 PROJECTS
 Combine Key 22830 into Key
 22827

Project #6

Project Name:	N Basin Ave: N Leverman St - N Emerson St (Portland)
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Project Details Summary							
ODOT Key #	22830	RFFA ID:	N/A	RTP ID:	11860	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71348	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		24-27-1092	

Summary of Amendment Changes Occurring:

The admin mod combines Key 22830 into Key 22827 for improved delivery efficiency. As a result key 22839 is zero'd programmed.

Why Changes May Proceed Administratively:

Splitting and combining projects within constrained years that do not change scope or costs can occur administratively.

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

Short Description:

Install a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.

MTIP Detailed Description (Internal Metro use only):

Install a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.

STIP Description:

Install a raised median, improved street lighting, signage and markings to reduce the potential for vehicle crashes.

Project Classification Details			
Project Type	Category	Features	System Investment Type
N/A	N/A	N/A	N/A
ODOT Work Type:	N/A		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024		\$ 177,300					\$ -
HSIP	YS30	2026			\$ 16,200				\$ -
HSIP	YS30	2026				\$ 2,700			\$ -
HSIP	YS30	2027					\$ 430,200		\$ -
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	—	\$ 19,700					\$ -
Local	Match	2026	—		\$ 1,800				\$ -
Local	Match	2026				\$ 300			\$ -
Local	Match	2027					\$ 47,800		\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 197,000	\$ 18,000	\$ 3,000	\$ 478,000	\$ -	\$ 696,000
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?	No	The project is not short programmed. It is being combined into Key 22827.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (197,000)	\$ (18,000)	\$ (3,000)	\$ (478,000)	\$ -	\$ (696,000)
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:		See Key 22827
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	N/A	N/A	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

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						

Fund Codes References

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

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	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.

<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"> -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
<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"> -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.
<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>

[home](#)
[admin](#)
[RTP](#)
[RFFA](#)
[MTIP](#)
[FUND](#)

[details](#)
[costs](#)
[programming](#)
[map](#)
[amendment](#)
[obligations](#)
[earmarks](#)
[comments](#)

ODOT Key: 22830 | MTIP ID: 71348

N Basin Ave: N Leverman St - N Emerson St (Portland) - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2024		\$177,300	\$19,700		\$197,000	<input type="checkbox"/>
	2019	HSIP (90%)	\$177,300	\$19,700		\$197,000	
Purchase right of way	2026		\$16,200	\$1,800		\$18,000	<input type="checkbox"/>
	2019	HSIP (90%)	\$16,200	\$1,800		\$18,000	
Other (explain)	2026		\$2,700	\$300		\$3,000	<input type="checkbox"/>
	2019	HSIP (90%)	\$2,700	\$300		\$3,000	
Construction	2027		\$430,200	\$47,800		\$478,000	<input type="checkbox"/>
	2019	HSIP (90%)	\$430,200	\$47,800		\$478,000	
Totals >>			\$626,400	\$69,600	\$0	\$696,000	

Key Number:	22830	2024-2027 STIP								
Project Name:	N Basin Ave: N Leverman St - N Emerson 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	YS30	Highway Safety Imp Program IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
RW	YS30	Highway Safety Imp Program IJJA	0.00%	0.00	90.00%	0.00	0.00%	0.00	10.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
UR	YS30	Highway Safety Imp Program IJJA	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	YS30	Highway Safety Imp Program IJJA	0.00%	0.00	90.00%	0.00	0.00%	0.00	10.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00



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

MTIP Admin Modification
COMBINE PROJECTS
 Combine Key 22830 into Key
 22827

Project #7

Project Name:	92nd Ave, E Burnside St and N Basin Ave (Portland)
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Project Details Summary							
ODOT Key #	22827	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71345	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		24-27-1092	

Summary of Amendment Changes Occurring:

The admin mod combines Key 22830 into Key 22827 for improved delivery efficiency.

Why Changes May Proceed Administratively:

Combining projects within constrained years that does not change the over scope and costs may occur administratively.

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

Short Description:

~~Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.~~

Signal, signage and lighting & pavement marking upgrades including curb extensions, raised medians for visibility/safety at SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, and on N Basin St between N Emerson St and N Leverman St.

MTIP Detailed Description (Internal Metro use only):

~~Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.~~

Signal, signage and lighting & pavement marking upgrades including curb extensions, raised medians to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, and on N Basin St between N Emerson St and N Leverman St. (Combines Key 22830 into Key 22827 as of May 2024)

STIP Description:

~~Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, N Basin St at Emerson St.~~

Signal, signage and lighting & pavement marking upgrades including curb extensions, raised medians to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St, E Burnside at 122nd and 148th Ave, and on N Basin St between N Emerson St and N Leverman St.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	System Management, ITS, and Operations
		System Management and Operations	
	Roadway - Pedestrian	Sidewalk Reconstruction	
ODOT Work Type:	SAFETY		

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024		\$ 953,100					\$ -
HSIP	YS30	2025		\$ 1,130,400					\$ 1,130,400
HSIP	YS30	2026			\$ 26,100				\$ -
HSIP	YS30	2026			\$ 42,300				\$ 42,300
HSIP	YS30	2026				\$ 4,500			\$ -
HSIP	YS30	2026				\$ 7,200			\$ 7,200
HSIP	YS30	2027					\$ 2,306,700		\$ -
HSIP	YS30	2027					\$ 2,736,900		\$ 2,736,900
Federal Totals:			\$ -	\$ 1,130,400	\$ 42,300	\$ 7,200	\$ 2,736,900	\$ -	\$ 3,916,800

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		\$ 105,900					\$ -
Local	Match	2025		\$ 125,600					\$ 125,600
Local	Match	2026			\$ 2,900				\$ -
Local	Match	2026			\$ 4,700				\$ 4,700
Local	Match	2026				\$ 500			\$ -
Local	Match	2026				\$ 800			\$ 800
Local	Match	2027					\$ 256,300		\$ -
Local	Match	2027					\$ 304,100		\$ 304,100
Local Totals:			\$ -	\$ 125,600	\$ 4,700	\$ 800	\$ 304,100	\$ -	\$ 435,200

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,059,000	\$ 29,000	\$ 5,000	\$ 2,563,000	\$ -	\$ 3,656,000
Amended Programming Totals	\$ -	\$ 1,256,000	\$ 47,000	\$ 8,000	\$ 3,041,000	\$ -	\$ 4,352,000
Total Estimated Project Cost							\$ 4,352,000
Total Cost in Year of Expenditure:							\$ 4,352,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. Keys 22827 and 22830 are combined.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 197,000	\$ 18,000	\$ 3,000	\$ 478,000	\$ -	\$ 696,000
Phase Change Percent:	0.0%	18.6%	62.1%	60.0%	18.7%	0.0%	19.0%
Amended Phase Matching Funds:	\$ -	\$ 125,600	\$ 4,700	\$ 800	\$ 304,100	\$ -	\$ 435,200
Amended Phase Matching Percent:	N/A	10.0%	10.0%	10.0%	10.0%	N/A	10.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,130,400	\$ 42,300	\$ 7,200	\$ 2,736,900	\$ -	\$ 3,916,800
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 125,600	\$ 4,700	\$ 800	\$ 304,100	\$ -	\$ 435,200
Total	\$ -	\$ 1,256,000	\$ 47,000	\$ 8,000	\$ 3,041,000	\$ -	\$ 4,352,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.00%	90.0%	90.0%	90.0%	90.0%	0.0%	90.00%
State	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.00%	10.0%	10.0%	10.0%	10.0%	0.0%	10.00%
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%	25.97%	1.0%	0.2%	62.9%	0.0%	90.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	2.9%	0.1%	0.0%	7.0%	0.0%	10.00%
Total	0.0%	28.86%	1.1%	0.2%	69.9%	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:	12/31/2030
Completion Date Notes: Estimate only. Project will need unobligated carryover into 2027-2030 MTIP							
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	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	N/A	Amendment Date	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	N. Basin Ave		N. Leverman St		N. Emerson St	
	E. Burnside St intersection		E. Burnside St		122nd Ave	
	E. Burnside St intersection		E. Burnside St		148th Ave	
	SE Division St intersection		SE Division St		SE 92nd Ave	

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Project location in Key 22830 has been combined into this project.

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	EFA Designations POC = Yes LEP = Yes II = Yes
				X		X	

Equity Focus Area notes: N. Basin Ave not in an EFA. E Burnside/122nd Ave = Yes all areas, E Burnside/148th Ave = Yes all areas, SE Division/SE 92nd Ave = Yes, all areas. 3 of four site locations are yes all categories. Only Basin is no.

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

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS30	Highway Safety Imp Program IIIA	100.00%	1,256,000.00	90.00%	1,130,400.00	0.00%	0.00	10.00%	125,600.00
	PE Totals		100.00%	1,256,000.00		1,130,400.00		0.00		125,600.00
RW	YS30	Highway Safety Imp Program IIIA	100.00%	47,000.00	90.00%	42,300.00	0.00%	0.00	10.00%	4,700.00
	RW Totals		100.00%	47,000.00		42,300.00		0.00		4,700.00
UR	YS30	Highway Safety Imp Program IIIA	100.00%	8,000.00	90.00%	7,200.00	0.00%	0.00	10.00%	800.00
	UR Totals		100.00%	8,000.00		7,200.00		0.00		800.00
CN	YS30	Highway Safety Imp Program IIIA	100.00%	3,041,000.00	90.00%	2,736,900.00	0.00%	0.00	10.00%	304,100.00
	CN Totals		100.00%	3,041,000.00		2,736,900.00		0.00		304,100.00
Grand Totals						4,352,000.00		3,916,800.00		435,200.00

Safety Improvement Projects

(funded through Oregon Department of Transportation safety grant)

TYPES OF IMPROVEMENTS



Signal upgrades



Street lighting



ADA curb ramps



Multiple safety improvements





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

MTIP Admin Modification
CANCEL PHASE
 Cancel ROW phase and tweak
 scope/description

Project #8

Project Name:	OR8 Corridor Safety and Access to Transit II
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Project Details Summary							
ODOT Key #	20328	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70945	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-15-MAY2		STIP Amendment ID:		24-27-1204	

Summary of Amendment Changes Occurring:
 The admin mod cancels the row phase and shifts the funds to Construction. The project description is also updated reflecting only minor scope adjustments.

Why Changes May Proceed Administratively:
 Canceling phases except for construction within constrained years may occur administratively.

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

Short Description:
~~Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr. pedestrian crossings and separated walkway and bike lane across Rock Creek Bridge.~~
Upgrade safety and access to transit for pedestrians and cyclists along OR8. Work includes bike lane improvements from SW 182nd Ave to SW 153rd Dr and a pedestrian crossing at SW 174th.

MTIP Detailed Description (Internal Metro use only):
 ADD --> **On OR8/Tualatin Valley Highway from MP 3.20 to MP 10.80, provide safety and access to transit enhancements including access and pedestrian plus bicycle upgrades along OR8 in Washington County. Major scope activities include bike lane upgrades from SW 182nd Ave to SW 153rd Dr plus a pedestrian crossing at SW 174th Ave.**

STIP Description:

~~Improve safety and access to transit for pedestrians and cyclists along OR8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr, pedestrian crossings, and separated walkway and bike lane across Rock Creek Bridge.~~

Improve safety and access to transit for pedestrians and cyclists along OR8. Work includes bike lane improvements from SW 182nd Ave to SW 153rd Dr and a pedestrian crossing at SW 174th.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/	Active Trans - Bike	On street striped	Capital Improvement
	Active Trans - Pedestrian	Crossing treatments	
ODOT Work Type:	BikePed		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Z001	2019	—	\$ 1,170,812					\$ -
REDIST	M040	2019		\$ 1,170,812					\$ 1,170,812
NHPP	Z001	2024			\$ 89,730				\$ -
NHPP	Z001	2024					\$ 2,097,964		\$ 2,097,964
NHPP	Y001	2024					\$ 89,730		\$ 89,730
Federal Totals:			\$ -	\$ 1,170,812	\$ -	\$ -	\$ 2,187,694	\$ -	\$ 3,358,506
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	2019		\$ 134,005					\$ 134,005
Local	Match	2024			\$ 10,270				\$ -
Local	Match	2024					\$ 240,121		\$ 240,121
Local	Match	2024					\$ 10,270		\$ 10,270
Local Totals:			\$ -	\$ 134,005	\$ -	\$ -	\$ 250,391	\$ -	\$ 384,396

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,304,817	\$ 100,000	\$ -	\$ 2,338,085	\$ -	\$ 3,742,902
Amended Programming Totals	\$ -	\$ 1,304,817	\$ -	\$ -	\$ 2,438,085	\$ -	\$ 3,742,902
Total Estimated Project Cost							\$ 3,742,902
Total Cost in Year of Expenditure:							\$ 3,742,902

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:	\$ -	\$ -	\$ (100,000)	\$ -	\$ 100,000	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	4.10%	0.0%	4.1%
Amended Phase Matching Funds:	\$ -	\$ 134,005	\$ -	\$ -	\$ 250,391	\$ -	\$ 384,396
Amended Phase Matching Percent:	N/A	10.27%	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	\$ -	\$ 1,170,812	\$ -	\$ -	\$ 2,187,694	\$ -	\$ 3,358,506
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 134,005	\$ -	\$ -	\$ 250,391	\$ -	\$ 384,396
Total	\$ -	\$ 1,304,817	\$ -	\$ -	\$ 2,438,085	\$ -	\$ 3,742,902

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	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%	31.28%	0.0%	0.0%	58.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	3.6%	0.0%	0.0%	6.7%	0.0%	10.27%
Total	0.0%	34.86%	0.0%	0.0%	65.1%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,304,817					Aid ID
Federal Funds Obligated:		\$ 1,170,812					C067(120)
EA Number:		PE003233					FHWA or FTA
Initial Obligation Date:		9/21/2020					FHWA
EA End Date:		6/30/2025					FMIS or TRAMS
Known Expenditures:		N/A					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
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Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2019	Years Active	6	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	August 2023	Last MTIP Amend Num	AM23-24-AUG3
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

Project Location References							
On State Highway	Yes/No	Route	MP Begin		MP End		Length
	Yes	OR8	3.20		10.80		7.60
Cross Streets	Route or Arterial		Cross Street			Cross Street	
	Tualatin Valley Highway		SW 117th Ave			SE 30th Ave	
Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Notes = Yes for most identified EFA's POC = Yes, LEP = Yes, LI = Yes
				X		X	
Notes	Project limits are within an identified RTP High Injury Corridor						

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]

REDISTRIBUTION

A special federal funding source (FHWA based). Every State DOT is required to meet annual obligation targets. If a State DOT does not meet its required obligation goals, FHWA may rescind a portion of the appropriated funds and redistribute them to other states that met their targets. Redistribution of certain authorized funds when programmed reflects a portion of the rescinded funds from other states to Oregon. These specific funds originate from the 2015 Redistribution cycle.

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. 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: 20328 2024-2027 STIP

Project Name: OR8 corridor safety & access to transit II (DRAFT AMENDMENT PP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	M040	FY15 REDISTRIBUTION OF FUNDS	100.00%	1,304,817.00	89.73%	1,170,812.29	0.00%	0.00	10.27%	134,004.71
	PE Totals		100.00%	1,304,817.00		1,170,812.29		0.00		134,004.71
RW	Y001	National Highway Perf IJJA	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
CN	Y001	National Highway Perf IJJA	4.10%	100,000.00	89.73%	89,730.00	0.00%	0.00	10.27%	10,270.00
	Z001	NATIONAL HIGHWAY PERF FAST	95.90%	2,338,085.00	89.73%	2,097,963.67	0.00%	0.00	10.27%	240,121.33
	CN Totals		100.00%	2,438,085.00		2,187,693.67		0.00		250,391.33
Grand Totals				3,742,902.00		3,358,505.96		0.00		384,396.04