

# Memo

Date: June 26, 2024

To: Adriana Antelo  
ODOT Region 1 STIP Coordinator  
123 NW Flanders St  
Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: FFY 2024 Administrative Modification – June 2024 Admin Mod #1, AM24-16-JUN1

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved June #1 regular administrative modification for review and inclusion in the STIP. The June #1 Admin Mod is under amendment number AM24-16-JUN1 and contains 6 projects in the bundle:

Key	Lead Agency	Name	Change
23520	Happy Valley	Clackamas River Trail (Happy Valley)	<b>ADVANCE PHASE:</b> Advance Planning phase from FFY 2027 to FFY 2024 to enable phase obligation to occur before the end of FFY 2024/
22645	Multnomah County	Broadway Bridge Deck Replacement	<b>SCOPE CHANGE:</b> Delete Mechanical scope activity from project. Change is considered minor and applies to Prior Obligated section of the MTIP. <i>Historical STIP Correction Confirmation</i>
20472	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	<b>CANCEL PHASE</b> Cancel the ROW phase for cost savings. Add to next STIP
23585	Portland	Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave	<b>ADD PHASES:</b> Split Other phase by adding PE and Construction phases
23586	Portland	E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	<b>ADD PHASES:</b> Split Other phase by adding PE and Construction phases
19357	THPRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	<b>COST INCREASE:</b> Add \$1.2 million of local overmatch to ROW phase

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2024-27 MTIP for this admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov). Thank you for your time to review the June #1 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  
**ADVANCE PHASE**  
 Advance Planning phase from FFY  
 2027 to FFY 2024

**Project #1**

<b>Project Name:</b>	<b>Clackamas River Trail (Happy Valley)</b>
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Project Details Summary							
ODOT Key #	23520	RFFA ID:	N/A	RTP ID:	12195	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-16-JUN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**  
 The admin mod advances the project's Planning phase from FFY 2027 forward to FFY 2024. The project had in incorrectly included in the STIP Rebalancing amendment and slipped to fyfi 2027. The IGA has been completed and the planning funds can obligate before the end of FFY 2024. The admin is a corrective action not a change in the project delivery timing.

**Why Changes May Proceed Administratively:**  
 Phase slips or advancements within constrained years may occur administratively assuming no major scope, limits, or cost changes are also occurring..

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

**Short Description:**  
 Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

**MTIP Detailed Description (Internal Metro use only):**  
 In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail (approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.

**STIP Description:**  
 Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Off Street	Planning
	Active Trans - Bike	Two-way Separated Lanes	
ODOT Work Type:	BIKPED		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>TA-S (State TA)</del>	<del>Y300</del>	<del>2027</del>	<del>\$ 258,019</del>						\$ -
TA-S (State TA)	Y300	2024	\$ 258,019						\$ 258,019
<b>Federal Totals:</b>			\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2027</del>	<del>\$ 29,532</del>						\$ -
Local	Match	2024	\$ 29,532						\$ 29,532
<b>Local Totals:</b>			\$ 29,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,532

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Amended Programming Totals	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Total Estimated Project Cost							\$ 287,551
Total Cost in Year of Expenditure:							\$ 287,551

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:	\$ 29,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,532
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 29,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,532
Total	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551

**Phase Composition Percentages**

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

**Phase Programming Percentage**

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2027
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	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.

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

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

Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting 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"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

Name: <b>Clackamas River Trail (Happy Valley)</b>		Key: <b>23520</b>	
Description: <b>Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.</b>			Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>		Work Type: <b>BIKPED</b>	
Applicant: <b>CITY OF HAPPY VALLEY</b>		Status: <b>PLANNING ACTIVITY</b>	
<b>Location(s)-</b>			
Mileposts	Length	Route	Highway
			ACT
			REGION 1 ACT
			CLACKAMAS
<b>Current Project Estimate</b>			
	Planning	Prelim. Engineering	Right of Way
	Utility Relocation	Construction	Other
	Project Total		
Year	<b>2027</b>		
Total	<b>\$287,550.39</b>		
Fund 1	Y300	\$258,019.00	
Match	\$29,531.39		
<b>Footnote:</b>			
<b>Most Recent Approved Amendment</b>			
Amendment No: <b>24-27-1125</b>		Approval Date: <b>5/16/2024</b>	
Requested Action: <b>Slip the Planning phase to start in federal fiscal year 2027.</b>			

2024-2027 Metropolitan Transportation Improvement Program  
 PRIOR OBLIGATED PROJECT LIST APPENDIX  
 June 2024 Admin Mod #1 - Project #2

ODOT Key	Project Name:	Broadway Bridge Deck Replacement					
22645	Lead Agency <b>Multnomah</b> County	Project Description: Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing <del>mechanical and</del> electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)					
MTIP ID							
71338							
RTP ID							
11902							
Programming Summary							
Year	Phase	Fund Type	Federal	State	Local or State Match	Overmatch	Total
	Planning						\$ -
							\$ -
							\$ -
							\$ -
<b>Planning Phase Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -
Local in Overmatch = Washington County contribution							
	PE	Other	\$ -	\$ -	\$ -	\$ 2,007,000	\$ 2,007,000
2021							\$ -
<b>PE Phase Totals:</b>			\$ -	\$ -	\$ -	\$ 2,007,000	\$ 2,007,000
	ROW						\$ -
							\$ -
<b>Right-of-Way (ROW) Phase Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -
	Other						\$ -
							\$ -
<b>Other Phase Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -
	Cons	State-STBG	<del>\$ 17,744,736</del>	<del>\$ -</del>	<del>\$ 2,030,964</del>	\$ -	\$ -
2023		HIP-IIJA	\$ 17,744,736	\$ -	\$ 2,030,964		\$ 19,775,700
<b>Construction (Cons) Phase Totals:</b>			\$ 17,744,736	\$ -	\$ 2,030,964	\$ -	\$ 19,775,700
Construction phase Notes:							
1. State STBG fund type code = State (ODOT) managed Surface Transportation Block Grant funds							
2. HIB fund type code = Federal Highway Infrastructure Bridge (HIB) program funds) (Y110)							
<b>Total Programming for the Project:</b>							<b>\$ 21,782,700</b>
<b>Total Estimated Project Cost:</b>							<b>\$ 27,782,700</b>

Current Status:	June 2024: The project has obligated the construction phase, but needs to complete a construction phase re-bid process based on a modified project scope as noted in the description.. Federal HIB funds replace the State STBG funds. There is no change in the total project cost
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Completion Date: By end of 2027.



## Broadway Bridge Lift Deck Replacement

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### Project Information

- **Location:** Broadway Bridge lift spans
- **Schedule:** Field work starts in 2024
- **Estimated Cost:** \$9.3m
- **Funding Source:** County funds for design; 90% federal and 10% county for construction



### Project Description

The Broadway's lift span deck is currently made of fiber-reinforced polymer (FRP) structural members. The existing FRP decking on the movable spans is retaining water and the structural beams have begun to fail, resulting in the need for extensive temporary repairs by County maintenance. The deck and supporting beams will be replaced with concrete-filled steel. This is the same type of deck that can currently be seen on the Morrison Bridge.

We will also replace the sidewalks on the lift span, existing gears, motor brakes, machinery supports and flooring, and the machinery brakes that help control the movable spans. Just like a car, all our movable bridges need brakes to control the speed at which the bridge closes. We will also be upgrading the electrical system to handle the new machinery.

During construction, the streetcar tracks will be removed and put back in place. There will be no change in streetcar operations once the project is complete.



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

MTIP Admin Modification  
**CANCEL PHASE**  
 Cancel the ROW phase for cost savings. Add to next STIP

**Project #3**

<b>Project Name:</b>	<b>OR99E: Clackamas River (McLoughlin) Bridge</b>
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Project Details Summary							
ODOT Key #	20472	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71000	CDS ID:	N/A	Bridge #:	01617	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-16-JUN1		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod cancels the ROW phase from the project as a cost savings action. This effectively shelves further development for now. ROW and Cons phase are proposed to be added to the 2027-30 STIP cycle.

**Why Changes May Proceed Administratively:**

Per the Metro MTIP Amendment Matrix, canceling phases except for construction may occur administratively

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

**Short Description:**

Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.

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

On OR99E between MP 11.13 and 11.27, at the McLoughlin Bridge across the Clackamas River, design to repaint the bridge. The paint is required to protect this steel structure from corrosion. ~~Cons to be added on 2024-27 STIP.~~ **ROW and CONS to be added into the 2027-30 STIP cycle.**

**STIP Description:**

Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway	Highway - Bridge		Reconstruction/Preservation				Maintenance and Preservation		
ODOT Work Type:	BRIDGE								
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	<del>Z001</del> MOE1	2021		\$ 237,511					\$ 237,511
NHPP	Z002	2021		\$ 836,557					\$ 836,557
<del>NHPP</del>	<del>Z002</del>	<del>2021</del>			<del>\$ 46,660</del>				\$ -
Federal Totals:			\$ -	\$ 1,074,068	\$ -	\$ -	\$ -	\$ -	\$ 1,074,068
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (MOE1)	Match	2021		\$ 27,184					\$ 27,184
State (Z002)	Match	2021		\$ 95,748					\$ 95,748
<del>State (Z002)</del>	<del>Match</del>	<del>2024</del>			<del>\$ 5,340</del>				\$ -
State Totals:			\$ -	\$ 122,932	\$ -	\$ -	\$ -	\$ -	\$ 122,932
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:			\$ -	\$ 1,197,000	\$ 52,000	\$ -	\$ -	\$ -	<del>\$ 1,249,000</del>
Amended Programming Totals			\$ -	\$ 1,197,000	\$ -	\$ -	\$ -	\$ -	\$ 1,197,000
Total Estimated Project Cost									\$ 1,197,000
Total Cost in Year of Expenditure:									\$ 1,197,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (52,000)	\$ -	\$ -	\$ -	\$ (52,000)
Phase Change Percent:	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	-4.3%
Amended Phase Matching Funds:	\$ -	\$ 122,932	\$ -	\$ -	\$ -	\$ -	\$ 122,932
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	N/A	N/A	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,074,068	\$ -	\$ -	\$ -	\$ -	\$ 1,074,068
State	\$ -	\$ 122,932	\$ -	\$ -	\$ -	\$ -	\$ 122,932
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,197,000	\$ -	\$ -	\$ -	\$ -	\$ 1,197,000

### 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%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

### Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,197,000					Aid ID
Federal Funds Obligated:		\$ 1,074,068					S081(079)
EA Number:		PE002945					FHWA or FTA
Initial Obligation Date:		4/26/2018					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	Not Identified
Completion Date Notes:		Completion date subject to follow-on programming actions in the next STIP cycle					
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	2017	Years Active	8	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-22-AUG1
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	OR99E	11.13	11.27	0.14	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	McLoughlin Blvd		Rover Rd/Arlington St		Main St	

Note: The arterial cross streets are the closest to the project limits

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Safety = Yes for High Injury Corridor finding as well Equity = Yes for Low Income
				X		X	
Notes							

### Fund Codes References

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

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

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

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

**Key Number:**

**20472**

**2024-2027 STIP**

**Project Name:**

**OR99E: Clackamas River (McLoughlin) Bridge**

**(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	M0E1	NATIONAL HWY PERF PROGRAM EXT	22.11%	264,695.27	89.73%	237,511.07	10.27%	27,184.20	0.00%	0.00
	Z002	NATIONAL HWY PERF EXEMPT FAST	77.89%	932,304.73	89.73%	836,557.03	10.27%	95,747.70	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>1,197,000.00</b>		<b>1,074,068.10</b>		<b>122,931.90</b>	
RW	Y001	National Highway Perf IJIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>			<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>	
<b>Grand Totals</b>						<b>1,197,000.00</b>		<b>1,074,068.10</b>		<b>122,931.90</b>



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

MTIP Admin Modification  
**ADD PHASES**  
 Split Other phase by adding PE and  
 Construction phases

**Project #4**

<b>Project Name:</b>	<b>Stark/Washington St Signal ATC Upgrades:76th Ave - 257th Ave</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>23585</b>	RFFA ID:	N/A	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-16-JUN1</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod splits the existing project funding from the Other by adding a PE and Construction phase for the project per the latest TSS for the project.

**Why Changes May Proceed Administratively:**

Lateral move within constrained years and no change in project cost or scope.

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

**Short Description:**

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.

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

On SE Stark and Washington Streets from SE 76th Ave east to SW 257th Ave across Portland and Gresham, design, construct, and complete traffic signal interconnect actions plus include ATC upgrade conversions including, wireless radio interconnect, radar detection, and pan-tilt-zoom (PTZ) cameras at approximately 26 intersection locations to provide driving increased safety including speed management and pedestrian head starts

**STIP Description:**

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.



Project Classification Details									
Project Type	Category		Features				System Investment Type		
Other	Systems Management and Operations		Operations Systems Deployment				Systems Management, ITS, and Operations		
ODOT Work Type:	OP-ITS								
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									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>						<del>\$ 1,668,340</del>	\$ -
STBG-U	Y230	2025		\$ 268,293					\$ 268,293
STBG-U	Y230	2027					\$ 1,332,750		\$ 1,332,750
STBG-U	Y230	2027						\$ 67,297	\$ 67,297
Federal Totals:			\$ -	\$ 268,293	\$ -	\$ -	\$ 1,332,750	\$ 67,297	\$ 1,668,340
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>-</del>					<del>\$ 190,949</del>	\$ -
Local	Match	2025		\$ 30,707					\$ 30,707
Local	Match	2027					\$ 152,539		\$ 152,539
Local	Match	2027						\$ 7,703	\$ 7,703
Local Totals:			\$ -	\$ 30,707	\$ -	\$ -	\$ 152,539	\$ 7,703	\$ 190,949
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	<del>\$ 1,859,289</del>	\$ 1,859,289
Amended Programming Totals			\$ -	\$ 299,000	\$ -	\$ -	\$ 1,485,289	\$ 75,000	\$ 1,859,289
Total Estimated Project Cost									\$ 1,859,289
Total Cost in Year of Expenditure:									\$ 1,859,289

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:	\$ -	\$ 299,000	\$ -	\$ -	\$ 1,485,289	\$ (1,784,289)	\$ 0
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	-96.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 30,707	\$ -	\$ -	\$ 152,539	\$ 7,703	\$ 190,949
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 268,293	\$ -	\$ -	\$ 1,332,750	\$ 67,297	\$ 1,668,340
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 30,707	\$ -	\$ -	\$ 152,539	\$ 7,703	\$ 190,949
Total	\$ -	\$ 299,000	\$ -	\$ -	\$ 1,485,289	\$ 75,000	\$ 1,859,289

### Phase Composition Percentages

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

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.43%	0.0%	0.0%	71.68%	3.62%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.65%	0.0%	0.0%	8.20%	0.41%	10.27%
Total	0.0%	16.08%	0.0%	0.0%	79.88%	4.03%	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:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SE Stark Street		SE 76th Ave (Portland)		SW 257th Ave (Gresham)	
	Washington Street		SE 76th Ave (Portland)		SE 106th Ave (Portland)	

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	High Injury Corridor	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	X	
Notes								

### Fund Codes References

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

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

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

Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting 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"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

COST ESTIMATES (X \$1,000)	
Preliminary Engineering	\$299
Right of Way	
Utility Reimbursement	
Planning	
Other	\$75
CONSTRUCTION	
Roadway	
Structures	
Signals	\$850
Temp. Protect.	\$260
Constr. Contingencies	\$150
Constr. Engineering	\$200
Detour	
Other	\$25
Total CE and Construction	\$1,485
Total Estimate	\$1,859



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

MTIP Admin Modification  
**ADD PHASES**  
 Split Other phase by adding PE and  
 Construction phases

**Project #5**

<b>Project Name:</b>	<b>E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>23586</b>	RFFA ID:	N/A	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM24-16-JUN1</b>		STIP Amendment ID:		TBD	

**Summary of Amendment Changes Occurring:**

The admin mod splits the existing project funding from the Other by adding a PE and Construction phase for the project per the latest TSS for the project.

**Why Changes May Proceed Administratively:**

Lateral move within constrained years and no change in project cost or scope.

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

**Short Description:**

Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts

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

On East Burnside Street from NE 97th Ave to SE Powell Blvd, design, construct, and upgrade traffic signal advance transportation controllers (ATC) for priority timing at up to 29 intersection locations involving the interconnect of ITS equipment including traffic signal controller conversions with the addition of fiber optic interconnect, radar detection, and pan-tilt (PTZ) cameras to support the next generation transit priority to provide added speed management safety and pedestrian head starts.

**STIP Description:**

Design, construct, and upgrade advance transportation controller (ATC) signals for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Other	Systems Management and Operations		Operations Systems Deployment				Systems Management, ITS, and Operations		
ODOT Work Type:	OP-ITS								
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									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>						<del>\$ 2,239,872</del>	\$ -
STBG-U	Y230	2025		\$ 291,622					\$ 291,622
STBG-U	Y230	2027					\$ 1,858,519		\$ 1,858,519
STBG-U	Y230	2027						\$ 89,730	\$ 89,730
Federal Totals:			\$ -	\$ 291,622	\$ -	\$ -	\$ 1,858,519	\$ 89,730	\$ 2,239,871
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>						<del>\$ 256,363</del>	\$ -
Local	Match	2025		\$ 33,378					\$ 33,378
Local	Match	2027					\$ 212,716		\$ 212,716
Local	Match	2027						\$ 10,270	\$ 10,270
Local Totals:			\$ -	\$ 33,378	\$ -	\$ -	\$ 212,716	\$ 10,270	\$ 256,364
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	<del>\$ 2,496,235</del>	\$ 2,496,235
Amended Programming Totals			\$ -	\$ 325,000	\$ -	\$ -	\$ 2,071,235	\$ 100,000	\$ 2,496,235
Total Estimated Project Cost									\$ 2,496,235
Total Cost in Year of Expenditure:									\$ 2,496,235

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:	\$ -	\$ 325,000	\$ -	\$ -	\$ 2,071,235	\$ (2,396,235)	\$ (0)
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	-96.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 33,378	\$ -	\$ -	\$ 212,716	\$ 10,270	\$ 256,364
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

#### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 291,622	\$ -	\$ -	\$ 1,858,519	\$ 89,730	\$ 2,239,871
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 33,378	\$ -	\$ -	\$ 212,716	\$ 10,270	\$ 256,364
Total	\$ -	\$ 325,000	\$ -	\$ -	\$ 2,071,235	\$ 100,000	\$ 2,496,235

#### Phase Composition Percentages

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

#### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.68%	0.0%	0.0%	74.45%	3.59%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.34%	0.0%	0.0%	8.52%	0.41%	10.27%
Total	0.0%	13.02%	0.0%	0.0%	82.97%	4.01%	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:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	East Burnside St		NE 96th Ave		SE Powell Blvd	

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

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

### Fund Codes References

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

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

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

Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>
Adjusting for Prior Obligation Amounts	<p>Adjusting 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"> <li>-The prior obligate phase is being updated for follow-on obligation purposes.</li> <li>-Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project.</li> <li>-No change in scope, location/limits results from the prior obligated phase adjustment.</li> </ul>
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
Completing UPWP or SPR Funding or Description Changes	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.
Adding a WFL Project	Adding a Western Federal Lands (WFL) project

COST ESTIMATES (X \$1,000)	
Preliminary Engineering	\$325
Right of Way	
Utility Reimbursement	
Planning	
Other	\$100
CONSTRUCTION	
Roadway	
Structures	
Signals	\$1,200
Temp. Protect.	\$242
Constr. Contingencies	\$249
Constr. Engineering	\$350
Detour	
Other	\$30
Total CE and Construction	\$2,071
Total Estimate	\$2,496



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

MTIP Admin Modification  
**COST INCREASE**  
 Increase ROW by \$1,236,840 in local funds.

**Project #6**

<b>Project Name:</b>	<b>Beaverton Creek Trail: Westside Trail - SW Hocken Ave</b>
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Project Details Summary							
ODOT Key #	19357	RFFA ID:	50252	RTP ID:	10811	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70689	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-16-JUN1		STIP Amendment ID:		24-27-1276	

**Summary of Amendment Changes Occurring:**

The admin mod adds \$1.2 million of local overmatching funds to address cost increase to complete the ROW phase.

**Why Changes May Proceed Administratively:**

The added funds equal a net cost change of 12.3% to the project. This is less than the 20% threshold for cost change administrative changes. Also, there is no scope change as a result of the cost increase. The cost increase is due to revise ROW phase requirements.

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

**Short Description:**

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.

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

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.

**STIP Description:**

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG</del>	-	<del>2016</del>	<del>\$ 672,851</del>						\$ 672,851
TAP-U	M3E1	2016	\$ 672,851						\$ 672,851
TA-U	M3E1 Y301	2023		\$ 894,075					\$ 894,075
STBG-U	Y230	2024			\$ 702,585				\$ 702,585
<del>STBG-U</del>	<del>Y230</del>	<del>2026</del>						<del>\$ 134,595</del>	\$ -
STBG-U	Y230	2026				\$ 134,595			\$ 134,595
STBG-U	Y230	2027					\$ 4,144,754		\$ 4,144,754
<b>Federal Totals:</b>			<b>\$ 672,851</b>	<b>\$ 894,075</b>	<b>\$ 702,585</b>	<b>\$ 134,595</b>	<b>\$ 4,144,754</b>	<b>\$ -</b>	<b>\$ 7,221,711</b>
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (M3E1)	Match	2016	\$ 77,011						\$ 77,011
Local (M3E1, Y301)	Match	2023		\$ 102,331					\$ 102,331
Local	Match	2024			\$ 80,414				\$ 80,414
<del>Other</del>	<del>OTH0</del>	<del>2024</del>			<del>\$ 518,570</del>				\$ -
<b>Other</b>	<b>OTH0</b>	<b>2024</b>			<b>\$ 1,755,410</b>				<b>\$ 1,755,410</b>
<del>Local</del>	<del>Match</del>	<del>2026</del>						<del>\$ 15,405</del>	\$ -
<b>Local</b>	<b>Match</b>	<b>2026</b>				<b>\$ 15,405</b>			<b>\$ 15,405</b>
Local	Match	2027					\$ 474,386		\$ 474,386
Other	OTH0	2027					\$ 1,007,860		\$ 1,007,860
<b>Local Totals:</b>			<b>\$ 77,011</b>	<b>\$ 102,331</b>	<b>\$ 1,835,824</b>	<b>\$ 15,405</b>	<b>\$ 1,482,246</b>	<b>\$ -</b>	<b>\$ 3,512,817</b>
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 749,862	\$ 996,406	<del>\$ 1,301,569</del>	\$ -	\$ 5,627,000	<del>\$ 150,000</del>	<del>\$ 8,824,837</del>
Amended Programming Totals			\$ 749,862	\$ 996,406	<b>\$ 2,538,409</b>	<b>\$ 150,000</b>	\$ 5,627,000	\$ -	<b>\$ 10,061,677</b>
Total Estimated Project Cost									\$ 10,061,677
Total Cost in Year of Expenditure:									\$ 10,061,677
Programming Summary		Yes/No	Reason if short Programmed						
Is the project short programmed?		No	The project is not short programmed						
Programming Adjustments Details		Planning	PE	ROW	UR	Cons	Other	Totals	
Phase Programming Change:		\$ -	\$ -	\$ 1,236,840	\$ 150,000	\$ -	\$ (150,000)	\$ 1,236,840	
Phase Change Percent:		0.0%	0.0%	95.0%	100.0%	0.0%	0.0%	12.3%	
Amended Phase Matching Funds:		\$ 77,011	\$ 102,331	\$ 80,414	\$ 15,405	\$ 474,386	\$ -	\$ 749,547	
Amended Phase Matching Percent:		10.27%	10.27%	10.27%	10.27%	10.27%	N/A	10.27%	
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ 672,851	\$ 894,075	\$ 702,585	\$ 134,595	\$ 4,144,754	\$ -	\$ 6,548,860
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ 77,011	\$ 102,331	\$ 1,835,824	\$ 15,405	\$ 1,482,246	\$ -	\$ 3,512,817
Total			\$ 749,862	\$ 996,406	\$ 2,538,409	\$ 150,000	\$ 5,627,000	\$ -	\$ 10,061,677

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	89.73%	27.7%	89.73%	73.66%	0.0%	65.09%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	10.27%	72.3%	10.27%	26.34%	0.0%	34.91%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	6.69%	8.89%	7.0%	1.3%	41.2%	0.0%	65.09%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.77%	1.0%	18.2%	0.2%	14.7%	0.0%	34.91%
Total	7.5%	9.90%	25.2%	1.5%	55.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 749,862	\$ 996,406					Aid ID
Federal Funds Obligated:	\$ 672,851	\$ 894,075					0000(254)
EA Number:	C8345200	PE003443					FHWA or FTA
Initial Obligation Date:	9/19/2026	1/9/2023					FHWA
EA End Date:		6/30/3037					FMIS or TRAMS
Known Expenditures:	\$ 749,826	\$ 501,298					FMIS
					Estimated Project Completion Date:		12/31/2030
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	9	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	8/2023	Last MTIP Amend Num	AM23-24-AUG3
Last Amendment Action	FUND SHIFT: Shift unexpended and now de-obligated \$141k of planning funds to support PE						

**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		
	Beaverton Creek Tr	Westside Trail	SW Hocken 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 Proficiency: Yes Low Income (LI): Yes
	X			X	X	X	
Notes							

**Fund Codes References**

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



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

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

**Project Name:** **Beaverton Creek Trail:Westside Trail-SW Hocken** (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
PL	M3E1	TAP >200K MAP-21 EXT	100.00%	749,862.09	89.73%	672,851.25	0.00%	0.00	10.27%	77,010.84
	<b>PL Totals</b>		<b>100.00%</b>	<b>749,862.09</b>		<b>672,851.25</b>		<b>0.00</b>		<b>77,010.84</b>
PE	M3E1	TAP >200K MAP-21 EXT	14.22%	141,701.49	89.73%	127,148.75	0.00%	0.00	10.27%	14,552.74
	Y301	TAP-Urban over 200,000 population IJJA	85.78%	854,704.00	89.73%	766,925.90	0.00%	0.00	10.27%	87,778.10
	<b>PE Totals</b>		<b>100.00%</b>	<b>996,405.49</b>		<b>894,074.65</b>		<b>0.00</b>		<b>102,330.84</b>
RW	OTH0	OTHER THAN STATE OR	69.15%	1,755,410.00	0.00%	0.00	0.00%	0.00	100.00%	1,755,410.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	30.85%	782,999.00	89.73%	702,585.00	0.00%	0.00	10.27%	80,414.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>2,538,409.00</b>		<b>702,585.00</b>		<b>0.00</b>		<b>1,835,824.00</b>
UR	Y230	STBG Urban - populations greater than 200,000 IJJA	100.00%	150,000.00	89.73%	134,595.00	0.00%	0.00	10.27%	15,405.00
	<b>UR Totals</b>		<b>100.00%</b>	<b>150,000.00</b>		<b>134,595.00</b>		<b>0.00</b>		<b>15,405.00</b>
CN	OTH0	OTHER THAN STATE OR	17.91%	1,007,860.00	0.00%	0.00	0.00%	0.00	100.00%	1,007,860.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	82.09%	4,619,140.00	89.73%	4,144,754.32	0.00%	0.00	10.27%	474,385.68
	<b>CN Totals</b>		<b>100.00%</b>	<b>5,627,000.00</b>		<b>4,144,754.32</b>		<b>0.00</b>		<b>1,482,245.68</b>
OT	Y230	STBG Urban - populations greater than 200,000 IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>OT Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>10,061,676.58</b>		<b>6,548,860.22</b>		<b>0.00</b>		<b>3,512,816.36</b>