

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 29, 2024

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

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

Subject: FFY 2024 Administrative Modification – July 2024 Admin Mod #2, AM24-18-JUL2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved July #2 administrative modification for review and inclusion in the STIP. The July #2 Admin Mod is under amendment number AM24-12-JUL2 and contains eight projects in the bundle:

Key	Lead Agency	Name	Change
23589	Metro	82nd Ave Bus Rapid Transit Project Development: PDX-Sunnyside	FUND SWAP: Swap \$2.9 of Carbon funds with STBG-U for the project due to OA limitation issues to complete the FTA flex transfer.
22906	ODOT	Portland Metro and Surrounding Area Safety Construction	SPLIT FUNDS Split \$5,580,611 & combine into Keys 22770, 22772, 22773
22770	ODOT	US30B: (N Lombard St) at Peninsula Crossing Trail	COMBINE /ADD PHASE: Combine \$1.8 million from Key 22906, add Construction phase
22772	ODOT	I-205: Columbia River - SE 82nd Drive	COMBINE/ADD PHASE: Combine funds from Key 22906 and add Construction phase
22773	ODOT	I-84: I-5 - Hood River	COMBINE/ADD PHASE: Combine \$1,347,000 from Key 22906 and add Construction phase
23052	ODOT	OR141: Hall Blvd at SW Hemlock St	COMBINE PROJECTS: Combine project and funds from Key 23052 into Key 23647
22647	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	COMBINE PROJECTS: Combine funds from Key 23052 and add Construction plus Utility Relocation phases
23253	Tigard	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development	COST DECREASE: Reduce the project cost by \$212,000 of Other funds based on revised project estimate

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

Kenneth F. Lobeck
Funding Programs Lead
Metro
600 NE Grand Avenue
Portland, OR 97230



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

MTIP Admin Modification
FUND SWAP
 Swap \$2.9 of Carbon funds with
 STBG-U for the project

Project #1

Project Name:	82nd Ave Bus Rapid Transit Project Development: PDX-Sunnyside
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Project Details Summary							
ODOT Key #	23589	RFFA ID:	N/A	RTP ID:	12029	2023 RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	YES - 5307
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod swaps out \$2.9 million of programmed Carbon funds for STBG-U funds due to a Carbon OA limitation issue.

Why Changes May Proceed Administratively:

Fund swaps where no scope, location, or additional costs impact the project may occur administratively.

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

Short Description:

Complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to assist TriMet obtain a Small Starts grant

MTIP Detailed Description (Internal Metro use only):

In Portland proposed on 82nd Ave from Sunnyside Ave in the south and then north to Airport Way/PDX, complete project development activities in support of the new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to support TriMet's effort to obtain a Small Starts grant for the project.

STIP Description:

Metro MPO awarded to complete project development activities in support of the planned new 82nd Ave BRT including preliminary design, addressing NEPA requirements, development of FTA rating materials and other activities needed to obtain a small starts grant.

Project Classification Details

Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Bus Rapid Transit	Capital Improvement
ODOT Work Type:	OP-CARBON		

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									
CARBON	Y601	2024		\$ 6,000,000					\$ -
Carbon	Y601	2024		\$ 3,029,159					\$ 3,029,159
STBG-U	Y230	2024		\$ 2,970,841					\$ 2,970,841
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000

State Funds

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

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 686,727					\$ -
Local	Match	2024		\$ 346,701					\$ 346,701
Local	Match	2024		\$ 340,026					\$ 340,026
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Amended Programming Totals	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost							\$ 6,686,727
Total Cost in Year of Expenditure:							\$ 6,686,727

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ (0)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
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	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	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%	0.0%	0.0%	10.27%
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%	89.73%	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	0.00%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
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							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T23	Flex Transfer in progress	
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						

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	OR213	about 1/2 mile north 0 -0.1 MP	Just north of MP 9.3	9.8 ish	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	82nd Ave		PDX (About NE Airport Way)		SE Sunnyside Rd	

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 EFA: Most are "yes". People of Color (POC), Limited English (LE), and Limited Income(LI) = Yes
	X	X		X	X	X	X	
Notes: The majority of 82nd Ave projects are 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
CARBON	Federal Carbon Reduction Program (CRP) funds. The purpose of Carbon funds support the reduction of transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

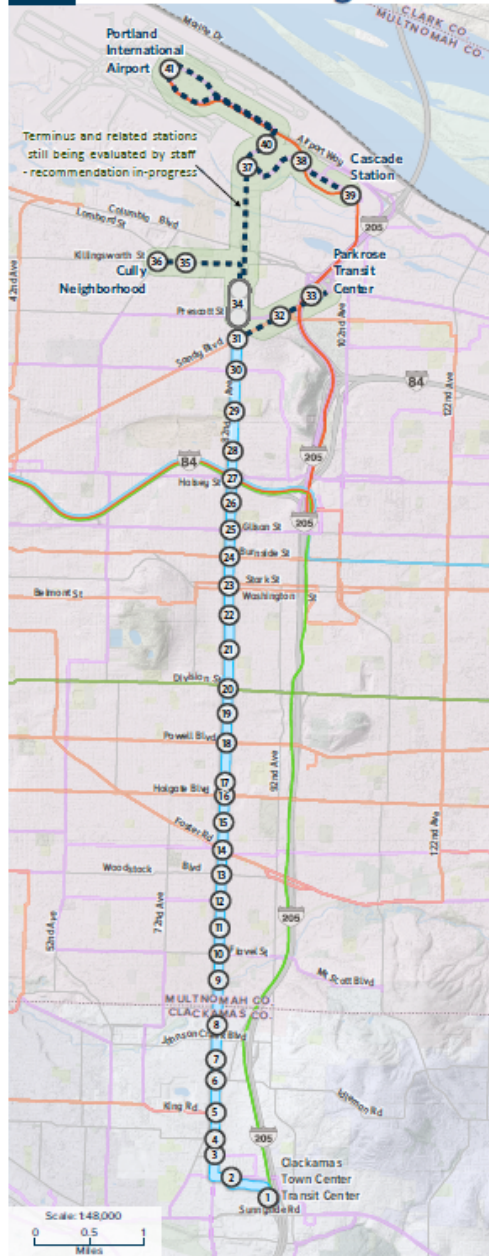
MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<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 Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.



82nd Avenue Transit Project: Discussion Draft Locally Preferred Alternative



Elements of Locally Preferred Alternative (in progress)*

- Bus rapid transit route (north of Sandy Blvd)
 - Potential terminus routing (terminus TBD)
 - General station locations
 - Station location areas still being defined
- Transit Network**
- Green MAX line
 - Red MAX line
 - Blue MAX line
 - Blue, green, red MAX lines
 - FX-2 frequent express service bus line
 - Frequent service bus lines
 - Other bus lines
 - TC Transit centers

*To be recommended by Steering Committee

Map Key Proposed General Station Locations

Map Key	Proposed General Station Locations
1	Cockamowine Town Center Transit Center
2	Cockamowine Town Center
3	SE Cassady Ave & SE 82nd Ave
4	South of SE Bajer Dr (Waco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otaj Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Rowel St & SE 82nd Ave
11	SE Bybwe & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Hiltgate Blvd & SE 82nd Ave
17	SE Bose St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE M1 St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & NE 82nd Ave
24	E Burnside St & NE 82nd Ave
25	NE Glison St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDonnell High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandu Blvd & NE 82nd Ave
32	NE Prescott St & NE Sandy Blvd
33	Parkrose Transit Center
34	NE Prescott or Alberto St & NE 82nd Ave
35	NE 72nd Ave & NE Lombard St
36	NE Cully Blvd & NE Killingsworth St
37	NE Alderwood Rd & NE 82nd Ave
38	M/Hood Ave MAX
39	Cascades MAX Station
40	NE Air Cargo Rd & NE 82nd Way
41	PDX Terminal

STAFF RECOMMENDATION



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

MTIP Admin Modification
SPLIT FUNDS
 Split \$5,580,611 & combine into
 Keys 22770, 22772, 22773

Project #2

Project Name:	Portland Metro and Surrounding Area Safety Construction
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Project Details Summary							
ODOT Key #	22906	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71360	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1320	

Summary of Amendment Changes Occurring:
 The admin mod splits the majority of funding from this ARTS construction phase PGB and combines the funds among Keys 22770, 22772, and 22773

Why Changes May Proceed Administratively:
 Split/Combining actions that remain in constrained years and do not result in scope, limits, or cost changes 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:
 Construction funding for safety (ARTS) projects

MTIP Detailed Description (Internal Metro use only):
 Construction funding for safety (ARTS) projects

STIP Description:
 Construction funding for safety (ARTS) projects.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Maintenance and Preservation
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	YS30	2027	-				5,634,000		\$ -
HSIP	YS30	2027					\$ 611,398		\$ 611,398
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 611,398	\$ -	\$ 611,398

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2027					\$ 626,000		\$ -
HB2017	S070	2027					\$ 67,933		\$ 67,933
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 67,933	\$ -	\$ -

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:	\$ -	\$ -	\$ -	\$ -	6,260,000	\$ -	6,260,000
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 679,331	\$ -	\$ 679,331

Total Estimated Project Cost							\$ 679,331
Total Cost in Year of Expenditure:							\$ 679,331

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:	\$ -	\$ -	\$ -	\$ -	\$ (5,580,669)	\$ -	\$ (5,580,669)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-89.1%	0.0%	-89.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 67,933	\$ -	\$ 67,933
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	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	\$ -	\$ -	\$ -	\$ -	\$ 611,398	\$ -	\$ 611,398
State	\$ -	\$ -	\$ -	\$ -	\$ 67,933	\$ -	\$ 67,933
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 679,331	\$ -	\$ 679,331

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	90.00%
State	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.00%	0.0%	0.0%	90.0%	0.0%	90.00%
State	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.00%	0.0%	0.0%	100.0%	0.0%	100.00%

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

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	0	No Activity	
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						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	No	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes The project represents a regional PGB to support other eligible projects
						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.
HB2017	States funds that originate from the Oregon approved HB2017 Legislation. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
State	General State funds committed to the project by the lead agency normally in support of the minimum match requirement 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"> - 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 .
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.

Key Number: **22906** 2024-2027 STIP

Project Name: **Portland Metro and Surrounding Area Safety** (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
CN	S070	HB2017 Funding Package	10.00%	67,933.10	0.00%	0.00	100.00%	67,933.10	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	90.00%	611,397.90	100.00%	611,397.90	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	679,331.00		611,397.90		67,933.10	
Grand Totals					679,331.00		611,397.90		67,933.10	0.00



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

MTIP Admin Modification
COMBINE /ADD PHASE
 Combine \$1.8 million from Key 22906, add Cons phase

Project #3

Project Name:	US30B: (N Lombard St) at Peninsula Crossing Trail
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Project Details Summary							
ODOT Key #	22770	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71340	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1320	

Summary of Amendment Changes Occurring:

The admin mod combines \$1.8 million from Key 22906 (construction phase programmed Safety PGB) to the construction phase of Key 22770

Why Changes May Proceed Administratively:

The combining action draws existing constrained funding from a construction phase in Key 22906. The action represents a lateral move of the funds which remain in FFY 2027 as well.

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

Short Description:

~~Design and right of way to~~ Install a crosswalk with advance pedestrian warming signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.

MTIP Detailed Description (Internal Metro use only):

On US30BY (N. Lombard St) at Peninsula Crossing Trail (MP 2.35 to MP 2.47), ~~Design and right of way to~~ Install a crosswalk with advance pedestrian warming signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.

STIP Description:

Install a crosswalk with advance pedestrian warming signs, flashing beacons, curb ramps, evaluate lighting improvements and install signing, install bike lanes on the bridge over the railroad to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Pedestrian	Systems Management and Operations	
	Active Trans - Bicycle	On Street Striped	
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									
State-STBG	Y240	2024	—	\$ 591,300					\$ -
HSIP	YS30	2024		\$ 591,300					\$ 591,300
AC-HSIP	ACPO	2024		\$ 65,700					\$ 65,700
State STBG	Y240	2025			\$ 138,600				\$ 138,600
HSIP	YS30	2027					\$ 1,694,121		\$ 1,694,121
Federal Totals:			\$ -	\$ 657,000	\$ 138,600	\$ -	\$ 1,694,121	\$ -	\$ 2,489,721

Note: AC-HSIP in per may end up as State funds later as the match to the HIS. YS30 is coded as 90/10. It's also possible the HSIP could be 100% federal.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 67,677					\$ -
State	Match	2025			\$ 15,863				\$ -
HB2017	S070	2025			\$ 15,400				\$ 15,400
HB2017	S070	2027					\$ 188,236		\$ 188,236
State Totals:			\$ -	\$ -	\$ 15,400	\$ -	\$ 188,236	\$ -	\$ 203,636

Note: State HB2017 funds act as the match to the State STBG in ROW and to the HSIP in Cons

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:	\$ -	\$ 658,977	\$ 154,463	\$ -	\$ -	\$ -	\$ 813,440
Amended Programming Totals	\$ -	\$ 657,000	\$ 154,000	\$ -	\$ 1,882,357	\$ -	\$ 2,693,357
Total Estimated Project Cost							\$ 2,693,357
Total Cost in Year of Expenditure:							\$ 2,693,357
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:	\$ -	\$ (1,977)	\$ (463)	\$ -	\$ 1,882,357	\$ -	\$ 1,879,917
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	231.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 15,400	\$ -	\$ 188,236	\$ -	\$ 203,636
Amended Phase Matching Percent:	N/A	N/A	10.0%	N/A	10.0%	N/A	7.56%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 657,000	\$ 138,600	\$ -	\$ 1,694,121	\$ -	\$ 2,489,721
State	\$ -	\$ -	\$ 15,400	\$ -	\$ 188,236	\$ -	\$ 203,636
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 657,000	\$ 154,000	\$ -	\$ 1,882,357	\$ -	\$ 2,693,357
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	90.0%	0.0%	90.0%	0.0%	92.44%
State	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	7.56%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.39%	5.1%	0.0%	62.9%	0.0%	92.44%
State	0.0%	0.0%	0.6%	0.0%	7.0%	0.0%	7.6%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	24.39%	5.7%	0.0%	69.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 657,000					Aid ID
Federal Funds Obligated:		\$ 657,000					S123(029)
EA Number:		PE003564					FHWA or FTA
Initial Obligation Date:		2/1/2024					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					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	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
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	
	Yes	US30BY	2.35	2.47	0.12	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	North Lombard St		Before Peninsula Crossing Trail		After Peninsula Crossing Trail	

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 EFA = 2 areas POC = Yes LEP = Yes LI = Yes
				X		X	X	
Notes:								

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HSIP	Advance Construction fund designation with the expected conversion fund code to be HSIP
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
HB2017	Approved state funding from the Oregon legislation HB2017. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
State	General state funds 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.
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 .
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.

Project Name: US30B: (N Lombard St) at Peninsula Crossing Trail (DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	10.00%	65,700.00	100.00%	65,700.00	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIJA	90.00%	591,300.00	100.00%	591,300.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	657,000.00		657,000.00		0.00		0.00
RW	S070	HB2017 Funding Package	10.00%	15,400.00	0.00%	0.00	100.00%	15,400.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	90.00%	138,600.00	100.00%	138,600.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	154,000.00		138,600.00		15,400.00		0.00
CN	S070	HB2017 Funding Package	10.00%	188,235.70	0.00%	0.00	100.00%	188,235.70	0.00%	0.00
	YS30	Highway Safety Imp Program IIJA	90.00%	1,694,121.30	100.00%	1,694,121.30	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	1,882,357.00		1,694,121.30		188,235.70		0.00
Grand Totals						2,489,721.30		203,635.70		0.00



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

MTIP Admin Modification
COMBINE/ADD PHASE
 Combine funds from Key 22906
 and add Cons phase

Project #4

Project Name:	I-205: Columbia River - SE 82nd Drive
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Project Details Summary							
ODOT Key #	22772	RFFA ID:	N/A	RTP ID:	12094 12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71341	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1320	

Admin Mod Note for the MTIP: Change RTP ID reference from ID 12094 to be ID 12095. The project fall closer into the safety upgrade rather than a pavement O&M project:
 ID 12095 - Safety & Operations Projects: 2023-2030: Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Summary of Amendment Changes Occurring:
 The admin mod combines \$2,351,312 from the construction phase of Key 22906 to add a construction phase to this project.

Why Changes May Proceed Administratively:
 The funds originate from a Region 1 Safety PGB with funds programmed specific for construction supporting safety upgrade projects. The \$2.3 million from Key 22906 is transferred and combined int Key 22772. The transfer reflects a lateral move of the funds which remain in the constrained year of FFY 2027. There is no change in project scope, location, or limits. Combining actions 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:
 Design and ~~right-of-way construct to install~~ improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MTIP Detailed Description (Internal Metro use only):

~~Design and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.~~

On I-205 from the Columbia River in the north, and then south to 82nd Ave (MP 11.07 to MP 25.79), design and construct improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

STIP Description:

Design and construct improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Systems Management, ITS, and Operations
ODOT Work Type:	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		\$ 969,232					\$ 969,232
AC-HSIP	ACPO	2024		\$ 81,768					\$ 81,768
HSIP	YS30	2025			\$ 11,989				\$ 11,989
HSIP	YS30	2027					\$ 2,116,182		\$ 2,116,182
Federal Totals:			\$ -	\$ 1,051,000	\$ 11,989	\$ -	\$ 2,116,182	\$ -	\$ 3,179,171

Federal Funding Notes: HSIP and AC-HSIP appears to be 100% federal now, No required match.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 81,768					\$ -
State	Match	2025			\$ 1,011				\$ -
HB2017	S070	2025			\$ 1,011				\$ 1,011
HB2017	S070	2027					\$ 235,131		\$ 235,131
State Totals:			\$ -	\$ -	\$ 1,011	\$ -	\$ 235,131	\$ -	\$ 236,142

State funding note: HB2017 replaces general state funds as the match to HSIP

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:	\$ -	\$ 1,051,000	\$ 13,000	\$ -	\$ -	\$ -	\$ 1,064,000
Amended Programming Totals	\$ -	\$ 1,051,000	\$ 13,000	\$ -	\$ 2,351,313	\$ -	\$ 3,415,313
Total Estimated Project Cost							\$ 3,415,313
Total Cost in Year of Expenditure:							\$ 3,415,313

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:	\$ -	\$ -	\$ -	\$ -	\$ 2,351,313	\$ -	\$ 2,351,313
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	221.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 1,011	\$ -	\$ 235,131	\$ -	\$ 236,142
Amended Phase Matching Percent:	N/A	0.0%	7.78%	N/A	10.00%	N/A	6.91%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,051,000	\$ 11,989	\$ -	\$ 2,116,182	\$ -	\$ 3,179,171
State	\$ -	\$ -	\$ 1,011	\$ -	\$ 235,131	\$ -	\$ 236,142
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,051,000	\$ 13,000	\$ -	\$ 2,351,313	\$ -	\$ 3,415,313

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	92.22%	0.0%	90.0%	0.0%	93.09%
State	0.0%	0.0%	7.78%	0.0%	10.0%	0.0%	6.91%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	30.77%	0.4%	0.0%	62.0%	0.0%	93.09%
State	0.0%	0.0%	0.03%	0.0%	6.9%	0.0%	6.9%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	30.77%	0.4%	0.0%	68.8%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,051,000					Aid ID
Federal Funds Obligated:		\$ 1,051,000					S064(067)
EA Number:		PE003569					FHWA or FTA
Initial Obligation Date:		2/21/2024					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					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
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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	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
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						

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-205	11.07	25.79	14.72			
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	High Injury Corridor	Notes HIC = No Equity = Yes Multiple EFAs
				X		X		
Notes:								

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HSIP	Advance Construction used as a placeholder with the expected later conversion to be HSIP 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.
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	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

MTIP Amendment Matrix

Action	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 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 .
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.

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	7.78%	81,767.80	100.00%	81,767.80	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	92.22%	969,232.20	100.00%	969,232.20	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	1,051,000.00	1,051,000.00	0.00	0.00	0.00		
RW	S070	HB2017 Funding Package	7.78%	1,011.40	0.00%	0.00	100.00%	1,011.40	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	92.22%	11,988.60	100.00%	11,988.60	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	13,000.00	11,988.60	1,011.40	0.00			
CN	S070	HB2017 Funding Package	10.00%	235,131.20	0.00%	0.00	100.00%	235,131.20	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	90.00%	2,116,180.80	100.00%	2,116,180.80	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	2,351,312.00	2,116,180.80	235,131.20	0.00			
Grand Totals				3,415,312.00	3,179,169.40	236,142.60	0.00			



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

MTIP Admin Modification
COMBINE/ADD PHASE
 Combine \$1,347,000 from Key 22906 and add Cons phase

Project #5

Project Name:	I-84: I-5 - Hood River
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Project Details Summary							
ODOT Key #	22773	RFFA ID:	N/A	RTP ID:	12094 12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71342	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1320	

Summary of Amendment Changes Occurring:

The admin mod combines \$1,347,000 of available funding from the ODOT safety PGB construction phase n Key 22906 by adding a construction phase to Key 22773. The safety construction PGB was established to support later combining actions that are now occurring.

Why Changes May Proceed Administratively:

The fund transfer represents a lateral move of funding and remains within constrained years. There is no scope, location, or limits changes that result. Per the Metro approved Amendment Matrix, project/funding combining actions can occur administratively.

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

Short Description:

Design and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MTIP Detailed Description (Internal Metro use only):

~~Design and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.~~
On I-84 from I-5 east to Hood River (MP 0.41 to MP 64.44) at various locations, install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

STIP Description:

Install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway -	Lane Modification or Reconfiguration	Systems Management, ITS, and Operations
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		\$ 649,229					\$ -
HSIP	YS30	2024		\$ 674,000					\$ 674,000
HSIP	YS30	2025			\$ 11,989				\$ 11,989
HSIP	YS30	2025					\$ 1,212,300		\$ 1,212,300
Federal Totals:			\$ -	\$ 674,000	\$ 11,989	\$ -	\$ 1,212,300	\$ -	\$ 1,898,289

Note: HSIP is now 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	Match	2024		\$ 54,771					\$ -
State	Match	2025			\$ 1,011				\$ -
HB2017	S070	2025			\$ 1,011				\$ 1,011
HB2017	S070	2025					\$ 134,700		\$ 134,700
State Totals:			\$ -	\$ -	\$ 1,011	\$ -	\$ 134,700	\$ -	\$ 135,711

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:	\$ -	\$ 704,000	\$ 13,000	\$ -	\$ -	\$ -	\$ 717,000
Amended Programming Totals	\$ -	\$ 674,000	\$ 13,000	\$ -	\$ 1,347,000	\$ -	\$ 2,034,000
Total Estimated Project Cost							\$ 2,034,000
Total Cost in Year of Expenditure:							\$ 2,034,000

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:	\$ -	\$ (30,000)	\$ -	\$ -	\$ 1,347,000	\$ -	\$ 1,317,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	183.7%
Amended Phase Matching Funds:	\$ -	\$ -	\$ 1,011	\$ -	\$ 134,700	\$ -	\$ 135,711
Amended Phase Matching Percent:	N/A	0.0%	7.78%	N/A	10.00%	N/A	6.67%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 674,000	\$ 11,989	\$ -	\$ 1,212,300	\$ -	\$ 1,898,289
State	\$ -	\$ -	\$ 1,011	\$ -	\$ 134,700	\$ -	\$ 135,711
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 674,000	\$ 13,000	\$ -	\$ 1,347,000	\$ -	\$ 2,034,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	92.22%	0.0%	90.0%	0.0%	93.33%
State	0.0%	0.0%	7.78%	0.0%	10.0%	0.0%	6.67%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	33.14%	0.6%	0.0%	59.60%	0.0%	93.33%
State	0.0%	0.0%	0.05%	0.0%	6.62%	0.0%	6.67%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	33.14%	0.6%	0.0%	66.2%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 674,000					Aid ID
Federal Funds Obligated:		\$ 674,000					S002(253)
EA Number:		PE003555					FHWA or FTA
Initial Obligation Date:		1/4/2024					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FHWA
					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
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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	2024	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
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	
	Yes	I-84	0.41	64.44	64.03	
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	High Injury Corridor	Notes
				X		X		Crosses multiple EFAs POC = Yes LEP = Yes LI = Yes
Notes: I-84 is not designated in a Metro High Injury Corridor								

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.
HB2017	State funds that originate from the Oregon Legislation HB2017. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities. HB2017 provides funding to multiple transportation system upgrades and priorities.
State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.

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

Project Name: I-84: I-5 - Hood River

(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS30	Highway Safety Imp Program IJJA	100.00%	674,000.00	100.00%	674,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	674,000.00		674,000.00		0.00		0.00
RW	S070	HB2017 Funding Package	7.78%	1,011.40	0.00%	0.00	100.00%	1,011.40	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	92.22%	11,988.60	100.00%	11,988.60	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	13,000.00		11,988.60		1,011.40		0.00
CN	S070	HB2017 Funding Package	10.00%	134,700.00	0.00%	0.00	100.00%	134,700.00	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	90.00%	1,212,300.00	100.00%	1,212,300.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	1,347,000.00		1,212,300.00		134,700.00		0.00
Grand Totals						2,034,000.00		1,898,288.60		135,711.40



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

MTIP Admin Modification
COMBINE PROJECTS
 Combine project and funds from
 Key 23052 into Key 23647

Project #6

Project Name:	OR141: Hall Blvd at SW Hemlock St
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Project Details Summary							
ODOT Key #	23052	RFFA ID:	N/A	RTP ID:	11465	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71365	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1355	

Summary of Amendment Changes Occurring:

The admin mod transfers the funding and combines the project into Key 22647. As a result Key 23052 is left zero programmed.

Why Changes May Proceed Administratively:

Combining projects that do not result in scope changes can occur administratively.

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

Short Description:

Install an enhanced pedestrian crosswalk with flashing beacons, median island, curb ramps, signage, striping and lighting. Install sidewalk on the West side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.

MTIP Detailed Description (Internal Metro use only):

Install an enhanced pedestrian crosswalk with flashing beacons, median island, curb ramps, signage, striping and lighting. Install sidewalk on the West side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.

STIP Description:

Install an enhanced pedestrian crosswalk with flashing lights, median island, curb ramps, signage, striping and lighting. Install sidewalk on the west side of Hall Blvd from the bus stop north of Hemlock to the new crosswalk.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
		Sidewalk - New	
	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									
State-STBG	Y240	2024		1,118,036					\$ -
State-STBG	Y240	2025			356,228				\$ -
State-STBG	Y240	2027				18,843			\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024	—	127,964					\$ -
State	Match	2025			40,772				\$ -
State	Match	2027				2,157			\$ -
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:	\$ -	1,246,000	397,000	21,000	\$ -	\$ -	1,664,000
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					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (1,246,000)	\$ (397,000)	\$ (21,000)	\$ -	\$ -	\$ (1,664,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.0%	0.0%	0.00%	N/A	N/A	0.00%

Phase Programming Summary Totals

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

Phase Composition Percentages

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

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
					Estimated Project Completion Date:		N/A
Completion Date Notes:		Project is being combined into Key 22647. Completion date is stated there.					
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, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	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	High Injury Corridor	Notes
	N/A							
Notes:								

Fund Codes References

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	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.
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 .
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.

Project Name: **OR141: Hall Blvd at SW Hemlock St** (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	S080	BIKEWAYS	0.00%	0.00	0.00%	0.00	100.00%	0.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/J/A	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	
RW	S080	BIKEWAYS	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/J/A	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	
UR	S080	BIKEWAYS	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/J/A	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	
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 funds from Key 23052
 and add Cons, UR phases

Project #7

Project Name:	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St
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Project Details Summary							
ODOT Key #	22647	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71389	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-18-JUL2		STIP Amendment ID:		24-27-1355	

Summary of Amendment Changes Occurring:

The admin mod combines funds (\$1,664,000) and the project improvements from Key 23052 (OR141: Hall Blvd at SW Hemlock St) into Key 22647 for delivery efficiencies.

Why Changes May Proceed Administratively:

The project upgrades are similar. Combining like projects that do not change scope, costs, or locations are allowable as administrative modifications.

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

Short Description:

The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)

MTIP Detailed Description (Internal Metro use only):

On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area. (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)

STIP Description:

Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Crossing Treatments	Systems Management, ITS, and Operations
ODOT Work Type:	Op-SSI, 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									
HIPCDS23	Y926	2023		\$ 942,165					\$ 942,165
HIPCDS23	Y926	2024			\$ 564,402				\$ -
HIPCDS23	Y926	2024			\$ 315,850				\$ 315,850
AC-STBGS	ACP0	2024			\$ 248,552				\$ 248,552
HIPCDS23	ACP0	2024					\$ 1,693,433		\$ -
HIPCDS23	ACP0	2025					\$ 1,693,433		\$ 1,693,433
State STBG	Y240	2025					\$ 807,570		\$ 807,570
State STBG	Y240	2025						\$ 685,537	\$ 685,537
Federal Totals:			\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 2,501,003	\$ 685,537	\$ 4,693,107

Notes:

- HIPCDS23 = FFY 2023 approved Congressionally Directed Spending (CDS) award. The CDS award is tied to the Highway Infrastructure Program (HIP)
- State STBG match is covered from State BIKEWAYS funds in Cons and Other phases.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		\$ 107,835					\$ 107,835
State	Match	2024			\$ 64,598				\$ -
State (Y926)	Match	2024			\$ 36,150				\$ 36,150
HB2017 (ACPO)	Match	2024			\$ 28,448				\$ 28,448
State (Y926)	Match	2024					\$ 193,821		\$ -
State (Y926)	Match	2025					\$ 193,821		\$ 193,821
BIKEWAYS (Y240)	S080	2025					\$ 92,430		\$ 92,430
BIKEWAYS (Y240)	S080	2025						\$ 78,463	\$ 78,463
State Totals:			\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147
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:			\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Amended Programming Totals			\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 2,787,254	\$ 764,000	\$ 5,230,254
Total Estimated Project Cost									\$ 5,230,254
Total Cost in Year of Expenditure:									\$ 5,230,254
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:			\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ 764,000	\$ 1,664,000
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	47.7%	100.0%	46.7%
Amended Phase Matching Funds:			\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147
Amended Phase Matching Percent:			N/A	10.27%	10.27%	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	\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 2,501,003	\$ 685,537	\$ 4,693,107
State	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 2,787,254	\$ 764,000	\$ 5,230,254

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

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	18.01%	10.8%	0.0%	47.8%	13.1%	89.73%
State	0.0%	2.1%	1.2%	0.0%	5.5%	1.5%	10.3%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	20.08%	12.0%	0.0%	53.3%	14.6%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,050,000	\$ 629,000				Aid ID
Federal Funds Obligated:		\$ 942,165	\$ 564,402				S141(011)
EA Number:		PE003511	R9977000				FHWA or FTA
Initial Obligation Date:		7/18/2023	2/21/2024				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2028
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	2023	Years Active	2	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2023	Last MTIP Amend Num	MY23-09-MAY
Last Amendment Action	Initial MTIP Programming. Adding the new project to the MTIP						

Are There Changes in Performance Measures or Geo Spatial Data: Yes, MP site locations are updated.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR141	3.84	3.84	At two site locations
	Yes	OR141	4.41	4.41	
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	SW Hall Blvd	SW Spruce St		SW Hemlock St	

Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? Maybe

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
				X		X		OR141 in limits is not a HIC EFA = POC Yes, LI Yes, and LEP Yes
Notes: EFA borders Hall Blvd at site locations								

Fund Codes References	
BIKEWAYS	State funds dedicated for bicycle type upgrades and improvements
HB2017	State funds that originate from Oregon's approved HB2107 legislation.

HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
HIPCDS23	Federal Congressional Directed Spending (CDS) award to the project. Th earmark is tied to the HIP funding program as the funding source.
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.
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	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.
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	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 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 .
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.

Key Number: **22647**

2024-2027 STIP

Project Name: **OR141 (SW Hall Blvd) SW Spruce St - SW Hemlock (DRAFT AMENDMENT DD**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y926	HIP - community project congressionally directed	100.00%	1,050,000.00	89.73%	942,165.00	10.27%	107,835.00	0.00%	0.00
	PE Totals		100.00%	1,050,000.00		942,165.00		107,835.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	39.52%	248,552.10	100.00%	248,552.10	0.00%	0.00	0.00%	0.00
	S070	HB2017 Funding Package	4.52%	28,447.90	0.00%	0.00	100.00%	28,447.90	0.00%	0.00
	Y926	HIP - community project congressionally directed	55.96%	352,000.00	89.73%	315,849.60	10.27%	36,150.40	0.00%	0.00
	RW Totals		100.00%	629,000.00		564,401.70		64,598.30		0.00
CN	S080	BIKEWAYS	3.32%	92,430.00	0.00%	0.00	100.00%	92,430.00	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	28.97%	807,570.00	100.00%	807,570.00	0.00%	0.00	0.00%	0.00
	Y926	HIP - community project congressionally directed	67.71%	1,887,254.32	89.73%	1,693,433.30	10.27%	193,821.02	0.00%	0.00
	CN Totals		100.00%	2,787,254.32		2,501,003.30		286,251.02		0.00
OT	S080	BIKEWAYS	10.27%	78,462.80	0.00%	0.00	100.00%	78,462.80	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	89.73%	685,537.20	100.00%	685,537.20	0.00%	0.00	0.00%	0.00
	OT Totals		100.00%	764,000.00		685,537.20		78,462.80		0.00
Grand Totals				5,230,254.32		4,693,107.20		537,147.12		0.00



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

MTIP Admin Modification
COST DECREASE
 Reduce the project cost by
 \$212,000 of Other funds

Project #8

Project Name:	Fanno Creek: SW Durham Rd to SW Bonita Rd Project Development
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Project Details Summary							
ODOT Key #	23253	RFFA ID:	50460	RTP ID:	12088	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71285	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:			AM24-18-JUL2	STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod reduces the local overmatch by \$212,000. The updated cost estimate to complete the project development activities does not require the full local overmatch. The project is being reduced accordingly.

Why Changes May Proceed Administratively:

Cost decreases where no scope or location changes are also occurring may proceed administratively.

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

Short Description:

The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.

MTIP Detailed Description (Internal Metro use only):

Project seeks to close gap in Fanno Creek Trail by planning for 12-foot multiuse path in between Bonita Park and SW Durham Road that will be separated from cars for at least 75% of the length. Trail will require 8 bridges and 2 sections of boardwalk; trail will also yield sidewalk and curb ramp improvements, a possible pedestrian median refuge, possible undercrossing at Durham Road, possible lighting along trail, and wayfinding signage

STIP Description:

The Fanno Creek (Durham Rd to Bonita Rd) project development study will provide site analysis to prepare for funding, easement acquisition, design, and construction for this commuter trail segment.

Project Classification Details

Project Type	Category	Features	System Investment Type
Planning	Planning - Corridor/Area Planning		Planning
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
Federal Funds									
STBG-U	Y230	2025		\$ 1,106,705					\$ 1,106,705
									\$ -
Federal Totals:			\$ -	\$ 1,106,705	\$ -	\$ -	\$ -	\$ -	\$ 1,106,705

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	2025		\$ 126,667					\$ 126,667
Other	OTH0	2025		\$ 557,228					\$ -
Other	OTH0	2025		\$ 345,228					\$ 345,228
Local Totals:			\$ -	\$ 471,895	\$ -	\$ -	\$ -	\$ -	\$ 471,895

Phase Totals

	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,790,600	\$ -	\$ -	\$ -	\$ -	\$ 1,790,600
Amended Programming Totals	\$ -	\$ 1,578,600	\$ -	\$ -	\$ -	\$ -	\$ 1,578,600
Total Estimated Project Cost							\$ 1,578,600
Total Cost in Year of Expenditure:							\$ 1,578,600

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:	\$ -	\$ (212,000)	\$ -	\$ -	\$ -	\$ -	\$ (212,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 126,667	\$ -	\$ -	\$ -	\$ -	\$ 126,667
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	\$ -	\$ 1,106,705	\$ -	\$ -	\$ -	\$ -	\$ 1,106,705
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 471,895	\$ -	\$ -	\$ -	\$ -	\$ 471,895
Total	\$ -	\$ 1,578,600	\$ -	\$ -	\$ -	\$ -	\$ 1,578,600

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	70.11%	0.0%	0.0%	0.0%	0.0%	70.11%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	29.89%	0.0%	0.0%	0.0%	0.0%	29.89%
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%	70.11%	0.0%	0.0%	0.0%	0.0%	70.11%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	29.9%	0.0%	0.0%	0.0%	0.0%	29.89%
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							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	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						

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	
	Fanno Creek Tr		SW Bonita Rd		SW Durham Rd	

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 Not in a EFA or HIC.
	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	General local funds committed to the project above and beyond the required minimum match requirement in support of a project phase. Also referred to as "overmatch" to the project.
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 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.



GILLESPIE Katie J <Katie.J.GILL@...>

To Ken Lobeck

Cc ANTELO Adriana



RFFA Kick-off Meeting Agenda - Tigard Fanno Creek Study.pdf
2 MB



Extracted pages from 7_CIP.pdf
79 KB

City of Tigard can't be reimbursed as they are not a certified agency, PM cost.

- Current STIP: \$1,790,600
 - Less Local Funds - decrease STIP (\$212,000)

- Revised STIP: \$1,578,600
 - RFFA Funds \$1,106,705
 - Local Funds \$471,895
 - City of Tigard \$288,000
 - MSTIP: \$183,895

