

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 16, 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 – August 2024 Admin Mod #2, AM24-20-AUG2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved August #2 administrative modification for review and inclusion in the STIP. The August #2 Admin Mod is under amendment number AM24-20-AUG2 and contains nine projects in the bundle:

Key	Lead Agency	Name	Change
22312	Metro	Portland Metro Planning SFY25	FUNDING UPDATES: Complete minor funding corrections based on final SFY 2025 PL, 5303, and STBG allocations to the Metro SFY 2025 UPWP Primary Agreement for MTIP and STIP programming consistency requirements.
20472	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	RE-ADD PHASE: Re-add the ROW phase in FFY 2025 Prior amendment canceled the phase. Subsequent review determined the ROW phase needs to remain for now.
22421	ODOT	Cornelius Pass Hwy: US26 to US30 ITS improvements	CANCEL PHASE: Cancel ROW phase. Latest project review has determined ROW requirements are not applicable. The ROW phase can be removed from the MTIP and STIP.
23111	ODOT	Region 1 Safe Routes to School construction reserve Portland Metro Safe Routes to School Construction Reserve	SPLIT PROJECT: Shift \$1,253,00 to Key 23049 (non MPO). Complete additional minor technical corrections as well (project name and description updates, etc.)
21704	ODOT	US30B: Bridge Over Private Driveway	CANCEL PHASE: Cancel ROW phase. Latest project review has determined ROW requirements are not applicable. The ROW phase can be removed from the MTIP and STIP.
18837	Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	FUND SWAP/PHASE SLIP Adjust ROW and construction phases, slip ROW and Cons

23509	Tigard	Fanno Creek Regional Trail Crossing Safety OR141 (SW Hall Blvd): Fanno Creek Trail - SW Omaha St	SCOPE CHANGE: Change project scope, name, description based on budget requirements and limitations. Note: The changes reflect a one-time exception from the Metro Amendment Matrix due to obligation timing issues.
21607	ODOT	OR213 at NE Glisan St and NE Davis St	FUND SWAP/PHASE SLIP Shift UR funds to P. Slip UR to FFY 2025, and Construction to FFY 2026
16986	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	TECHNICAL CORRECTION: Reduce PE phase by \$25,000 back to \$1,144,090 based on phase obligations and status update.

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 August #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

FUNDING UPDATES

Update final authorized PL, 5303,
and STBG federal amounts

Project #1**Project Name:****Portland Metro Planning SFY25****Project Details Summary**

ODOT Key #	22312	RFFA ID:	N/A	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71226	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod corrects and updates final SFY 2025 PL and 5303 authorizations. The updates are required in order to assist in managing the funding obligations and carry-over actions.

Why Changes May Proceed Administratively:

The over all cost change remains unchanged. The Primary Agreement remains unchanged. No new federal fund type codes are being added as well. The updates generally function as a technical correction to the project which 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:

Portland Metro MPO planning funds for SFY 25 (FFY 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)

MTIP Detailed Description (Internal Metro use only):

Key 22312 will act as the Metro SFY 2025 UPWP Master Agreement primary key for the inclusion of PL, 5303, State STBG, Metro STBG, and local overmatch in support of the final approved SFY 2025 UPWP. Final project inclusion will be determined through the development of the SFY 2025 UPWP.

STIP Description:

Portland Metro MPO planning funds for state fiscal year 2025 (federal fiscal year 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - System Planning		Planning
ODOT Work Type:	PLANNG		

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									
PL	Z450	2024	\$ 2,305,392						\$ -
PL	Z450	2024	\$ 2,204,755						\$ 2,204,755
PL (Set-Aside)	Y410	2024	\$ 97,609						\$ 97,609
5303	5303	2024	\$ 838,827						\$ -
5303	5303	2024	\$ 904,861						\$ 904,861
State STBG	Y240	2024	\$ 201,893						\$ 201,893
STBG-U	Y230	2024	\$ 2,722,634						\$ -
STBG-U	Y230	2024	\$ 3,081,554						\$ 3,081,554
Federal Totals:			\$ 6,490,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,490,672

Note: PL Set-Aside is considered 100% federal. No required match.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z450)	Match	2024	\$ 252,683						\$ -
State (Z450)	Match	2024	\$ 252,344						\$ 252,344
State (Y240)	Match	2024	\$ 23,108						\$ 23,108
									\$ -
State Totals:			\$ 275,452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (5303)	Match	2024	\$ 96,008						\$ -
Local (5303)	Match	2024	\$ 103,565						\$ 103,565
Local (Y230)	Match	2024	\$ 28,921						\$ -
Local (Y230)	Match	2024	\$ 352,698						\$ 352,698
Other	OTH0	2024	\$ 4,522,333						\$ -
Other	OTH0	2024	\$ 4,377,106						\$ 4,377,106
Local Totals:			\$ 4,833,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,833,369
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 11,274,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,274,493
Amended Programming Totals			\$ 11,599,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,599,493
Total Estimated Project Cost									\$ 11,599,493
Total Cost in Year of Expenditure:									\$ 11,599,493
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 325,000
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:			Various	\$ -	\$ -	\$ -	\$ -	\$ -	Various
Amended Phase Matching Percent:			Various	N/A	N/A	N/A	N/A	N/A	Various
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ 6,490,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,490,672
State			\$ 275,452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,452
Local			\$ 4,833,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,833,369
Total			\$ 11,599,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,599,493

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	56.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.96%
State	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.37%
Local	41.7%	0.0%	0.0%	0.0%	0.0%	0.0%	41.67%
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	55.96%	0.00%	0.0%	0.0%	0.0%	0.0%	55.96%
State	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
Local	41.67%	0.0%	0.0%	0.0%	0.0%	0.0%	41.67%
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	\$ 11,599,493						Aid ID
Federal Funds Obligated:							
- Metro STBG-U:	\$ 3,081,554						FHWA or FTA
- ODOT STBG:	\$ 201,893						FHWA
- PL (Z450):	\$ 2,204,755						FMIS or TRAMS
- PL Set Aside (Y410):	\$ 97,609						FMIS
- 5303:	\$ 904,861						
Total All Federal:	\$ 6,490,672						
EA Number:	N/A						
Initial Obligation Date:	N/A						
EA End Date:	N/A						
Known Expenditures:	N/A						
				Estimated Project Completion Date:			12/31/2025
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	D	D = Project implementation in progress.	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	April 2024	Last MTIP Amend Num	AM24-12-APR1
Last Amendment Action	ADD FUNDS Updated Key 22312 based on SFY 2025 Primary Agreement funding amounts						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	N/A	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							

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
PL & PL Set-Aside	Federal plannings normally allocated to the MPOS to support required regional planning actions
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.
State	General state funds committed by the lead agency to provide the required minimum match supporting 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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.

UPWP to MTIP (KN 22312) / ODOT Master IGA (FY25)

	Needed per UPWP (above)	Available per Arlene / MTIP	Var	Comments
PL	2,204,755	2,204,755	0	
PL Match (ODOT)	252,344	252,345	0	
Safe & Acc. Transp.	97,609	97,609	(0)	
5303	904,861	904,861	0	
5303 Match (Metro)	103,565	103,565	0	
State STBG	201,893	201,893	-	
State STBG Match (ODOT)	23,108	23,108	-	
STBG (excluding State)	3,081,554	5,409,847	2,328,293	
STBG MPO Planning (in lieu of dues)	1,531,282	1,531,282	1	
STBG TSMO	200,200	200,200	-	
STBG NC	630,264	899,579	269,315	Keep excess in 22156
STBG NC - Freight / Econ	78,786	78,786	-	
STBG Carbon Reduction (internal exchange with CRP funds)	211,778	1,800,000	1,588,222	Keep in KN 23588
STBG Aerial photo and LiDAR	70,324	300,000	229,676	Keep excess in 23233
STBG redistribution	358,920	600,000	241,080	Keep excess in TBD KN
STBG (excluding State) Match	352,698	550,509	197,811	
STBG MPO Planning (in lieu of dues) Match (Metro)	175,262	175,262	0	
STBG TSMO Match (Metro)	22,914	22,914	-	
STBG NC Match (Metro)	72,137	102,961	30,824	Match on excess
STBG NC - Freight / Econ Match (Metro)	9,017	9,017	-	
STBG Carbon Reduction (internal exchange with CRP funds) (Match)	24,239	206,018	181,779	Match on excess
STBG Aerial photo and LiDAR	8,049	34,336	26,288	Match on excess
STBG redistribution	41,080	68,673	27,593	Match on excess
TOTAL	7,222,387	9,748,491	2,526,105	
TOTAL per above UPWP	7,222,387			
check zero	-			
Overmatch	4,377,106			Metro & Local Support on
TOTAL	11,599,493			

Name: **Portland Metro Planning SFY25**Key: **22312**Description **Portland Metro MPO planning funds for state fiscal year 2025 (federal fiscal year 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP).**Region: **1**MPO: **Portland Metro MPO**Work Type: **PLANNG**Applicant: **METRO**Status: **PLANNING ACTIVITY****Location(s)-**

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

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$11,274,493.15						\$11,274,493.15
Fund 1	OTH0 \$4,522,333.00						
Match							
Fund 2	Y230 \$2,722,634.32						
Match	\$311,617.68						
Fund 3	Y450 \$2,207,704.40						
Match	\$252,681.65						
Fund 4	5303 \$838,827.00						
Match	\$96,007.50						
Fund 5	Y240 \$201,892.50						
Match	\$23,107.50						
Fund 6	Y410 \$97,687.60						
Match							

Footnote: \$6,068,746 federal funds with \$838,827 federal 5303 funds**Most Recent Approved Amendment**Amendment No: **24-27-1025**Approval Date: **6/16/2024**Requested Action: **Increase the project by \$8,179,476.82, moving funds from project keys 23588, 22153, 22171, 22147, 23233, 22154, 22155, 22156, per the MPO annual work plan.**



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

MTIP Admin Modification
RE-ADD PHASE
 Re-add the ROW phase in FFY
 2025

Project #2

Project Name:

OR99E: Clackamas River (McLoughlin) Bridge

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:		AM24-20-AUG2		STIP Amendment ID:		24-27-1283	

Summary of Amendment Changes Occurring:

The admin mod cancels re-adds the ROW phase in FFY 2025. ODOT will address the need to cancel ROW later in FFY 2025.

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:	Yes

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 MP 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.

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	MOE1	2021		\$ 237,511					\$ 237,511
NHPP	Z002	2021		\$ 836,557					\$ 836,557
NHPP	Y001	2025			\$ 46,660				\$ 46,660
Federal Totals:			\$ -	\$ 1,074,068	\$ 46,660	\$ -	\$ -	\$ -	\$ 1,120,728
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
State (Y001)	Match	2025			\$ 5,340				\$ 5,340
State Totals:			\$ -	\$ 122,932	\$ 5,340	\$ -	\$ -	\$ -	\$ 128,272
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	\$ -	\$ -	\$ -	\$ -	\$ 1,197,000
Amended Programming Totals			\$ -	\$ 1,197,000	\$ 52,000	\$ -	\$ -	\$ -	\$ 1,249,000
Total Estimated Project Cost									\$ 1,249,000
Total Cost in Year of Expenditure:									\$ 1,249,000

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%	4.2%
Amended Phase Matching Funds:	\$ -	\$ 122,932	\$ 5,340	\$ -	\$ -	\$ -	\$ 128,272
Amended Phase Matching Percent:	N/A	10.27%	10.27%	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	\$ 46,660	\$ -	\$ -	\$ -	\$ 1,120,728
State	\$ -	\$ 122,932	\$ 5,340	\$ -	\$ -	\$ -	\$ 128,272
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,197,000	\$ 52,000	\$ -	\$ -	\$ -	\$ 1,249,000
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%	85.99%	3.7%	0.0%	0.0%	0.0%	89.73%
State	0.0%	9.84%	0.4%	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%	95.84%	4.2%	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	4	Last Amendment	Administrative	Date of Last Amendment	June 2024	Last MTIP Amend Num	AM24-16-JUN1
Last Amendment Action	Cancel Phase: Cancel ROW phase.						

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
				X		X	Safety = Yes for High Injury Corridor finding as well Equity = Yes for Low Income
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"> - 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 .
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.

As submitted for the June #2 2024 Admin Mod to cancel ROW

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
	PE Totals		100.00%	1,197,000.00		1,074,068.10		122,931.90		0.00
RW	Y001	National Highway Perf IIIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				1,197,000.00		1,074,068.10		122,931.90		0.00

August 2024 #2 Admin ModrRevision to re-add ROW in 2025

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
	PE Totals		100.00%	1,197,000.00		1,074,068.10		122,931.90		0.00
RW	Y001	National Highway Perf IIIA	100.00%	52,000.00	89.73%	46,659.60	10.27%	5,340.40	0.00%	0.00
	RW Totals		100.00%	52,000.00		46,659.60		5,340.40		0.00
Grand Totals				1,249,000.00		1,120,727.70		128,272.30		0.00



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

MTIP Admin Modification
CANCEL PHASE
 Cancel ROW phase

Project #3

Project Name:

Cornelius Pass Hwy: US26 to US30 ITS improvements

Project Details Summary

ODOT Key #	22421	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71244	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		24-27-1582	

Summary of Amendment Changes Occurring:

The admin mod cancels the ROW phase as ROW will not be required.

Why Changes May Proceed Administratively:

Canceling a phase, except construction where not scope or limit changes are also occurring can proceed administratively.

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

Short Description:

On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.

MTIP Detailed Description (Internal Metro use only):

On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.

STIP Description:

Upgrade and install signing, striping, and signal equipment as well as install new (intelligent transportation system (ITS) devices such as cameras and variable message signs for safety, traveler information, and overall corridor operations and management.

Project Classification Details									
Project Type	Category		Features					System Investment Type	
Roadway	Roadway - Motor Vehicle		System Management and Operations					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									
TA-State	Z300	2021		\$ 1,185,887					\$ -
State STBG	Y240	2021		\$ 1,185,887					\$ 1,185,887
TA-State	Z300	2024			\$ 132,278				\$ -
TA-State	Z300	2025				\$ 53,838			\$ -
State STBG	Y240	2025				\$ 53,838			\$ 53,838
TA-State	Z300	2025					\$ 1,458,419		\$ -
AC-TAS	ACP0	2025					\$ 1,362,660		\$ -
State STBG	Y240	2025					\$ 2,821,080		\$ 2,821,080
Federal Totals:			\$ -	\$ 1,185,887	\$ -	\$ 53,838	\$ 2,821,080	\$ -	\$ 4,060,805
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y240)	Match	2021		\$ 135,730					\$ 135,730
State (Z300)	Match	2024			\$ 15,140				\$ -
State (Y240)	Match	2025				\$ 6,162			\$ 6,162
State (Y300)	Match	2025					\$ 166,923		\$ -
State (ACP0)	Match	2025					\$ 155,963		\$ -
State (Y240)	Match	2025					\$ 322,885		\$ 322,885
State Totals:			\$ -	\$ 135,730	\$ -	\$ 6,162	\$ 322,885	\$ -	\$ 464,777
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:	\$ -	\$ 1,321,617	\$ 147,418	\$ 60,000	\$ 3,143,965	\$ -	\$ 4,673,000
Amended Programming Totals	\$ -	\$ 1,321,617	\$ -	\$ 60,000	\$ 3,143,965	\$ -	\$ 4,525,582
Total Estimated Project Cost							\$ 4,525,582
Total Cost in Year of Expenditure:							\$ 4,525,582
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:	\$ -	\$ -	\$ (147,418)	\$ -	\$ -	\$ -	\$ (147,418)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.2%
Amended Phase Matching Funds:	\$ -	\$ 135,730	\$ -	\$ 6,162	\$ 322,885	\$ -	\$ 464,777
Amended Phase Matching Percent:	N/A	10.27%	N/A	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,185,887	\$ -	\$ 53,838	\$ 2,821,080	\$ -	\$ 4,060,805
State	\$ -	\$ 135,730	\$ -	\$ 6,162	\$ 322,885	\$ -	\$ 464,777
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,321,617	\$ -	\$ 60,000	\$ 3,143,965	\$ -	\$ 4,525,582
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	89.73%	89.73%	0.0%	89.73%
State	0.0%	10.27%	0.0%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	26.20%	0.0%	1.2%	62.3%	0.0%	89.73%
State	0.0%	3.0%	0.0%	0.1%	7.1%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	29.20%	0.0%	1.3%	69.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,321,617					Aid ID
Federal Funds Obligated:		\$ 1,185,887					SA00(436)
EA Number:		PE003324					FHWA or FTA
Initial Obligation Date:		8/13/2021					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Slip CON and UR/Other phases to 2025						

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
	Cornelius Pass Rd		US26		US30

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
					X	X	X
Notes:							Notes Southern portion near US26 is designated as a HIC. No EFA.

Fund Codes References

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

MTIP Amendment Matrix

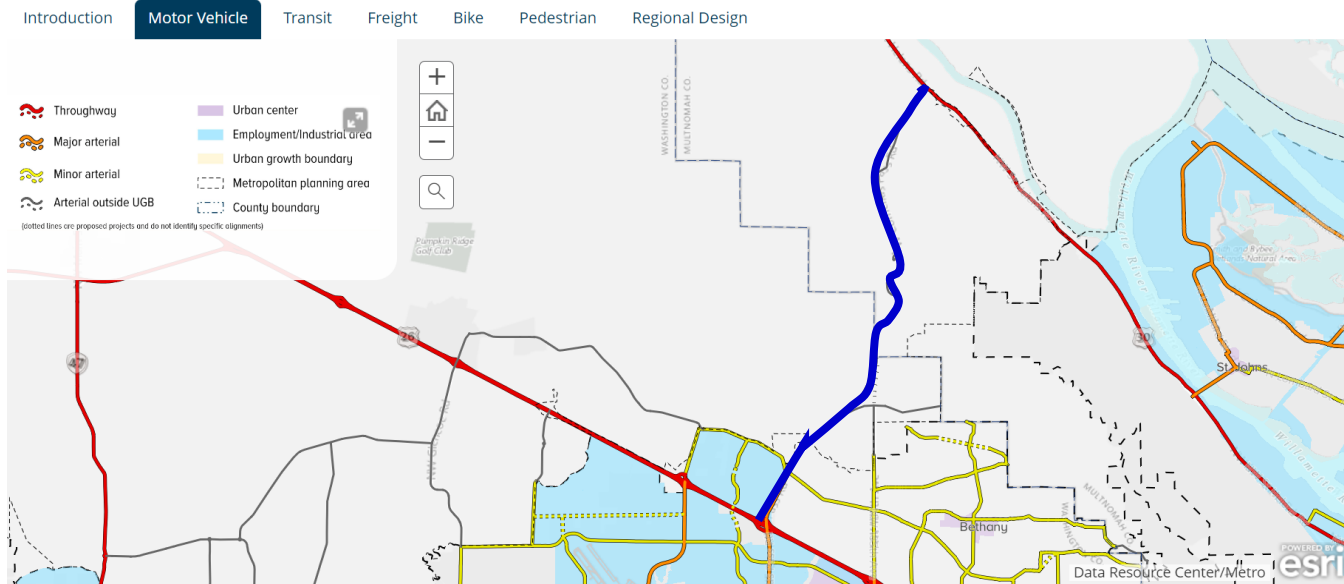
Administrative Modification Guidance and Thresholds for Change

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z24E	Surface transportation block grants - flex FAST ext	100.00%	1,321,617.00	89.73%	1,185,886.93	10.27%	135,730.07	0.00%	0.00
	PE Totals		100.00%	1,321,617.00		1,185,886.93		135,730.07		0.00
RW	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
UR	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	60,000.00	89.73%	53,838.00	10.27%	6,162.00	0.00%	0.00
	UR Totals		100.00%	60,000.00		53,838.00		6,162.00		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	3,143,965.00	89.73%	2,821,079.79	10.27%	322,885.21	0.00%	0.00
	CN Totals		100.00%	3,143,965.00		2,821,079.79		322,885.21		0.00
Grand Totals				4,525,582.00		4,060,804.72		464,777.28		0.00

2018 RTP Network maps

Designed in Oregon by Metro    





Metro

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

MTIP Admin Modification

SPLIT PROJECT

Shift \$1,253,00 to Key 23049 (non
MPO)

Project #4**Project Name:**

~~Region 1 Safe Routes to School construction reserve~~
Portland Metro Safe Routes to School Construction Reserve

Project Details Summary

ODOT Key #	23111	RFFA ID:	N/A	RTP ID:	11465 12348	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71376	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		24-27-1341	

RTP ID Change: Revise RTP ID to be the following:

- **2023 RTP ID: 12348**
- **Name: ODOT Region 1 Safe Routes to School (Construction)**
- **Description: Safe Routes to School projects. Projects to be identified. (Regionwide - all three counties)**

Summary of Amendment Changes Occurring:

The admin mod shifts \$1,253,000 of funding to Key 23049 (non MPO) per OTC action (August 2024).

Why Changes May Proceed Administratively:

The fund transfer remains in existing programmed projects and within constrained years. There is no change to the scope or purpose of Key 23111.

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

Short Description:

Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

MTIP Detailed Description (Internal Metro use only):

~~Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.~~

ODOT Region1 allocated funding supporting eligible Safe Routes to Schools construction phase funded projects. Specific future projects to be selected based on regional requirements. (Regionwide PGB).

STIP Description:

Safe Routes to School construction funding. Projects will be selected based on the requirements of the funds.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - New	Capital Improvement
		Sidewalk - Reconstruction	
		Crossing Treatments	
	Active Trans - Bicycle	On-Street Striped	
		Separated (Protected) Lanes	
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									
State STBG	Y240	2027	—				\$ 2,204,666		\$ -
State STBG	Y240	2027					\$ 1,080,349		\$ 1,080,349
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 1,080,349	\$ -	\$ 1,080,349
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2027	—				\$ 252,334		\$ -
BIKEWAYS (Y240)	SO70						\$ 123,651		\$ 123,651
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 123,651	\$ -	\$ 123,651
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: State BIKEWAYS funds act as the match to the State STBG

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ 2,457,000	\$ -	\$ 2,457,000
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 1,204,000	\$ -	\$ 1,204,000
Total Estimated Project Cost							\$ 1,204,000
Total Cost in Year of Expenditure:							\$ 1,204,000
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:	\$ -	\$ -	\$ -	\$ -	\$ (1,253,000)	\$ -	\$ (1,253,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 123,651	\$ -	\$ 123,651
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,080,349	\$ -	\$ 1,080,349
State	\$ -	\$ -	\$ -	\$ -	\$ 123,651	\$ -	\$ 123,651
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 1,204,000	\$ -	\$ 1,204,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	10.27%	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%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.00%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	10.27%	0.0%	10.3%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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:							
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	2027	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Are There Changes in Performance Measures or Geo Spatial Data

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

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

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	NotesRegional PGB HIC = N/A EFA = N/A
						X		
Note: Regional PGB - non defined project site locations at this time. Future specific site locations to be identified based on requirements.								

Fund Codes References

BIKEWAYS	BIKEWAYS are state funds that support strategic pedestrian and bicycle infrastructure improvements. The program goals include (1) address pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossing, (2) prioritize projects at locations that provide an equity and safety benefit, (3) identify cost savings through leveraging with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.
State	General state funds committed by the lead agency to provide the required minimum match supporting 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	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.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
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

Key Number: 23111**2024-2027 STIP****Project Name: Portland metro Safe Routes to School construction (PENDING 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	S080	BIKEWAYS	10.27%	123,650.80	0.00%	0.00	100.00%	123,650.80	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	89.73%	1,080,349.20	100.00%	1,080,349.20	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	1,204,000.00		1,080,349.20		123,650.80		0.00
	Grand Totals			1,204,000.00		1,080,349.20		123,650.80		0.00

Key Number: 23049**2024-2027 STIP****Project Name: US26: E Salmon River Rd - E Lolo Pass Rd (PENDING 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	S080	BIKEWAYS	10.27%	75,484.50	0.00%	0.00	100.00%	75,484.50	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	89.73%	659,515.50	90.00%	593,563.95	10.00%	65,951.55	0.00%	0.00
	PE Totals		100.00%	735,000.00		593,563.95		141,436.05		0.00
RW	S080	BIKEWAYS	10.27%	15,302.30	0.00%	0.00	100.00%	15,302.30	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	89.73%	133,697.70	100.00%	133,697.70	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	149,000.00		133,697.70		15,302.30		0.00
CN	S080	BIKEWAYS	10.27%	128,683.10	0.00%	0.00	100.00%	128,683.10	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	89.73%	1,124,316.90	100.00%	1,124,316.90	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	1,253,000.00		1,124,316.90		128,683.10		0.00
Grand Totals				2,137,000.00		1,851,578.55		285,421.45		0.00



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

MTIP Admin Modification
CANCEL PHASE
 Cancel ROW phase

Project #5

Project Name:

US30B: Bridge Over Private Driveway

Project Details Summary

ODOT Key #	21704	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71193	CDS ID:	N/A	Bridge #:	6498	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		24-27-1584	

Summary of Amendment Changes Occurring:

The admin mod cancels the ROW phase. Funds are being returned to the Bridge program.

Why Changes May Proceed Administratively:

Phase cancelations except for construction can occur administratively assuming no scope, cost or limit changes are also included.

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

Short Description:

Repairs to prevent concrete fragments breaking off and falling from the structure and deck pavement repair to restore the traveling surface and extend the life of the structure.

MTIP Detailed Description (Internal Metro use only):

Repairs to prevent concrete fragments breaking off and falling from the structure and deck pavement repair to restore the traveling surface and extend the life of the structure.

STIP Description:

Repairs to prevent concrete fragments breaking off and falling from the structure. Repair bridge driving surface to restore the travel surface and extend the life of the structure.

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									
State STBG	Z24E	2022		\$ 238,143					\$ 238,143
State STBG	Y240	2024			\$ 12,008				\$ -
State STBG	Y240	2024					\$ 1,494,233		\$ -
State STBG	Y240	2027					\$ 1,494,233		\$ 1,494,233
Federal Totals:			\$ -	\$ 238,143	\$ -	\$ -	\$ 1,494,233	\$ -	\$ 1,732,376
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z24E)	Match	2022		\$ 27,256					\$ 27,256
State (Y240)	Match	2024			\$ 1,374				\$ -
State (Y240)	Match	2024					\$ 171,022		\$ -
State (Y240)	Match	2027					\$ 171,022		\$ 171,022
State Totals:			\$ -	\$ 27,256	\$ -	\$ -	\$ 171,022	\$ -	\$ 198,278
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:			\$ -	\$ 265,399	\$ 13,382	\$ -	\$ 1,665,255	\$ -	\$ 1,944,036
Amended Programming Totals			\$ -	\$ 265,399	\$ -	\$ -	\$ 1,665,255	\$ -	\$ 1,930,654
Total Estimated Project Cost									\$ 1,930,654
Total Cost in Year of Expenditure:									\$ 1,930,654

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:	\$ -	\$ -	\$ (13,382)	\$ -	\$ -	\$ -	\$ (13,382)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 27,256	\$ -	\$ -	\$ 171,022	\$ -	\$ 198,278
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 238,143	\$ -	\$ -	\$ 1,494,233	\$ -	\$ 1,732,376
State	\$ -	\$ 27,256	\$ -	\$ -	\$ 171,022	\$ -	\$ 198,278
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 265,399	\$ -	\$ -	\$ 1,665,255	\$ -	\$ 1,930,654
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.7%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.3%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	12.33%	0.0%	0.0%	77.4%	0.0%	89.73%
State	0.0%	1.4%	0.0%	0.0%	8.9%	0.0%	10.27%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	13.75%	0.0%	0.0%	86.3%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 238,143					Aid ID
Federal Funds Obligated:		\$ 265,399					S123(036)
EA Number:		PE003347					FHWA or FTA
Initial Obligation Date:		11/9/2021					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	2022	Years Active	3	Project Status	4		
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip ROW phase with \$12,008 of State STBG plus match from FFY 2023 to FFY 2024						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	US30BY	0.25	0.29	0.04	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	NW Bridge Ave		About NW Springville Rd		About 1/2 mile w/o Springville 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
						X		HIC = No EFA = No

Fund Codes References

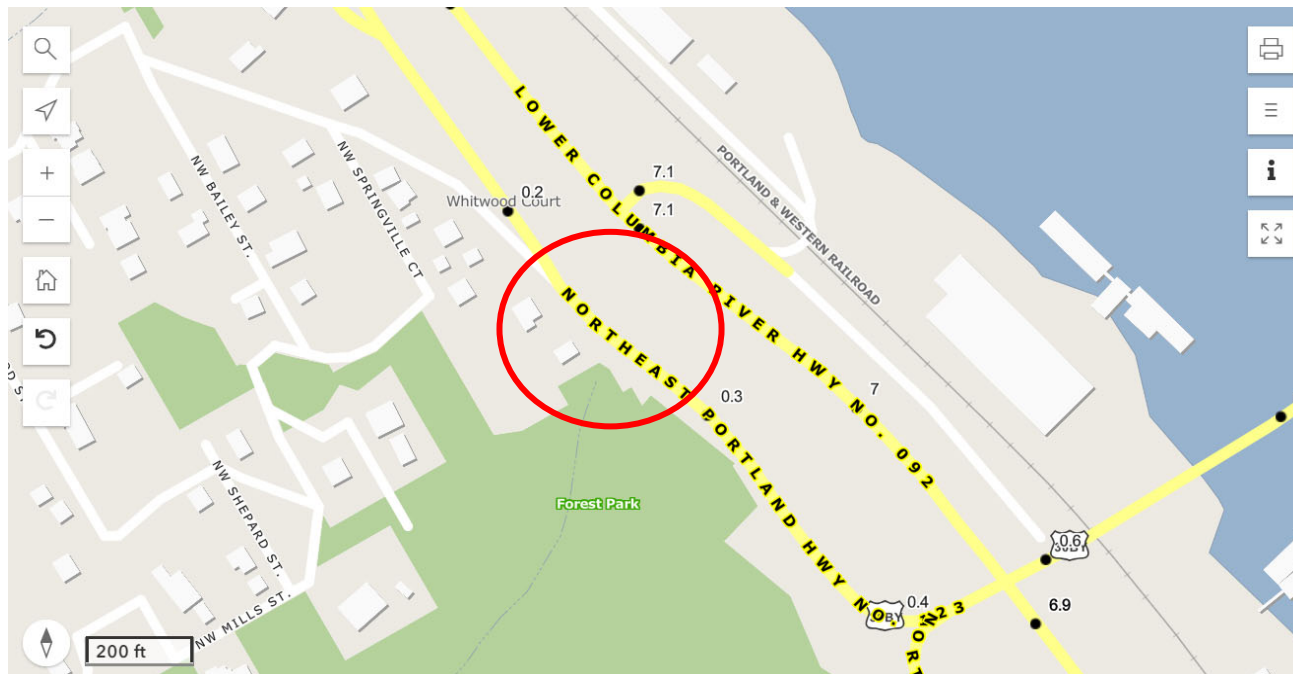
State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes 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 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 .
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.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z24E	Surface transportation block grants - flex FAST ext	100.00%	265,399.00	89.73%	238,142.52	10.27%	27,256.48	0.00%	0.00
	PE Totals		100.00%	265,399.00		238,142.52		27,256.48		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	1,665,255.00	89.73%	1,494,233.31	10.27%	171,021.69	0.00%	0.00
	CN Totals		100.00%	1,665,255.00		1,494,233.31		171,021.69		0.00
Grand Totals				1,930,654.00		1,732,375.83		198,278.17		0.00





Metro

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

MTIP Admin Modification
FUND SWAP/PHASE SLIP
Adjust ROW and construction
phases, slip ROW and Cons

Project #6**Project Name:****NE Columbia Blvd: Cully Blvd and Alderwood Rd****Project Details Summary**

ODOT Key #	18837	RFFA ID:	Not Stated	RTP ID:	10336	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70778	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		24-27-1635	

Summary of Amendment Changes Occurring:

The admin mod increases the ROW phase to address higher than expected costs. ROW is slipped to FFY 2025 with Cons now slipped to FFY 2026. Cons funding used to address ROW phase funding shortfall. Cons phase is overfunded allowing the swap to occur, No backfill to Cons required per latest engineer's cost estimate.

Why Changes May Proceed Administratively:

Fund phase swaps within a project's constrained years can occur administratively. Phase slip within constrained years can occur administratively.

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

Short Description:

Combine Keys 18837 and 22132 that will install new signal at Columbia/Alderwood, add a new right turn lane, add sidewalks/bike lanes, add a new signal at the Columbia/Cully intersection, plus intersection safety improvements.

MTIP Detailed Description (Internal Metro use only):

Keys 18837 and 22132 are combined for construction delivery efficiencies. The project is located on Columbia Blvd between Alderwood and Cully in NE Portland. The project is a safety improvement that will install new signal at Columbia/Alderwood, complete minor widening on Columbia from Alderwood to Cully to add a new right turn lane, add sidewalks and bike lanes, add a new signal at the Columbia/Cully intersection, plus provide intersection improvements including sidewalks and bike lanes (22-24 RFFA awarded project).

STIP Description:

Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
		Systems Management and Operations	
	Roadway - Pedestrian	Sidewalk - New	
ODOT Work Type:			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2017		\$ 1,018,868					\$ -
State STBG	M24E	2017		\$ 1,018,868					\$ 1,018,868
State STBG	M240	2017		\$ 667,620					\$ 667,620
STBG-U	Z230	2024			\$ 193,304				\$ -
STBG-U	Z230	2025			\$ 193,304				\$ 193,304
AC-STBGS	ACP0	2024			\$ 1,237,904				\$ -
State STBG	Z240	2025			\$ 2,355,602				\$ 2,355,602
STBG-U	Z24E	2018				\$ 44,865			\$ 44,865
State STBG	Z240	2018				\$ 44,865			\$ 44,865
STBG-U	Z230	2024					\$ 2,179,847		\$ -
STBG-U	Z230	2026					\$ 2,179,847		\$ 2,179,847
State STBG	Z240	2024					\$ 2,585,775		\$ -
State STBG	Z240	2026					\$ 1,468,078		\$ 1,468,078
Federal Totals:			\$ -	\$ 1,686,488	\$ 2,548,906	\$ 89,730	\$ 3,647,925	\$ -	\$ 7,973,049

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z240)	Match	2024					\$ 295,954		\$ -
State (Z240)	Match	2026					\$ 168,028		\$ 168,028
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 168,028	\$ -	\$ 168,028
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (M24E)	Match	2017		\$ 116,614					\$ 116,614
Local (M240)	Match	2017		\$ 76,412					\$ 76,412
Local (Z230)	Match	2024			\$ 22,125				\$ -
Local (Z230)	Match	2025			\$ 22,125				\$ 22,125
Local (ACP0)	Match	2024			\$ 141,684				\$ -
Local (Z240)	Match	2025			\$ 269,609				\$ 269,609
Local (Z24E)	Match	2018				\$ 5,135			\$ 5,135
Local (Z240)	Match	2018				\$ 5,135			\$ 5,135
Local (Z230)	Match	2024					\$ 249,493		\$ -
Local (Z230)	Match	2026					\$ 249,493		\$ 249,493
Other	OTH0	2024					\$ 20,000		\$ -
Other	OTH0	2026					\$ 20,000		\$ 20,000
Local Totals:			\$ -	\$ 193,026	\$ 291,734	\$ 10,270	\$ 269,493	\$ -	\$ 764,523
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,879,514	\$ 1,595,017	\$ 100,000	\$ 5,311,069	\$ -	\$ 8,885,600
Amended Programming Totals			\$ -	\$ 1,879,514	\$ 2,840,640	\$ 100,000	\$ 4,085,446	\$ -	\$ 8,905,600
Total Estimated Project Cost									\$ 8,905,600
Total Cost in Year of Expenditure:									\$ 8,905,600

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:	\$ -	\$ -	\$ 1,245,623	\$ -	\$ (1,225,623)	\$ -	\$ 20,000
Phase Change Percent:	0.0%	0.0%	78.1%	0.0%	-23.1%	0.0%	0.2%
Amended Phase Matching Funds:	\$ -	\$ 193,026	\$ 291,734	\$ 10,270	\$ 417,521	\$ -	\$ 912,551
Amended Phase Matching Percent:	N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,686,488	\$ 2,548,906	\$ 89,730	\$ 3,647,925	\$ -	\$ 7,973,049
State	\$ -	\$ -	\$ -	\$ -	\$ 168,028	\$ -	\$ 168,028
Local	\$ -	\$ 193,026	\$ 291,734	\$ 10,270	\$ 269,493	\$ -	\$ 764,523
Total	\$ -	\$ 1,879,514	\$ 2,840,640	\$ 100,000	\$ 4,085,446	\$ -	\$ 8,905,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	89.73%	89.29%	0.0%	89.53%
State	0.0%	0.0%	0.0%	0.0%	4.11%	0.0%	1.89%
Local	0.0%	10.27%	10.27%	10.27%	6.6%	0.0%	8.58%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	18.94%	28.6%	1.0%	41.0%	0.0%	89.53%
State	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	1.89%
Local	0.00%	2.2%	3.3%	0.1%	3.0%	0.0%	8.6%
Total	0.0%	21.10%	31.9%	1.1%	45.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,686,488		\$ 100,000			Aid ID
Federal Funds Obligated:		\$ 1,879,514		\$ 89,730			5900(295)
EA Number:		PE002795		U0000173			FHWA or FTA
Initial Obligation Date:		5/30/2017		7/5/2018			FHWA
EA End Date:		12/31/2025		6/30/2025			FMIS or TRAMS
Known Expenditures:		\$ 895,152		\$ 52			FMIS
				Estimated Project Completion Date:		12/31/2029	
Completion Date Notes: Revised construction year start now FFY 2026							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							
Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2015	Years Active	10	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	10	Last Amendment	Administrative	Date of Last Amendment	January 2023	Last MTIP Amend Num	AM23-07-JAN1
Last Amendment Action	Slip ROW phase with STBG-U and State STBG from FFY 2023 to FFY 2024						
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		
	NE Columbia Blvd		at Cully Blvd				
	NE Columbia Blvd		at Alderwood 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
					X	X	X
Notes: The project is located outside of the designated EFAs. NE Columbia and Cully are designated as Safety High Injury Corridors							Notes HIC = Yes EFA = No

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.
State	General state funds committed by the lead agency to provide the required minimum match supporting 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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix

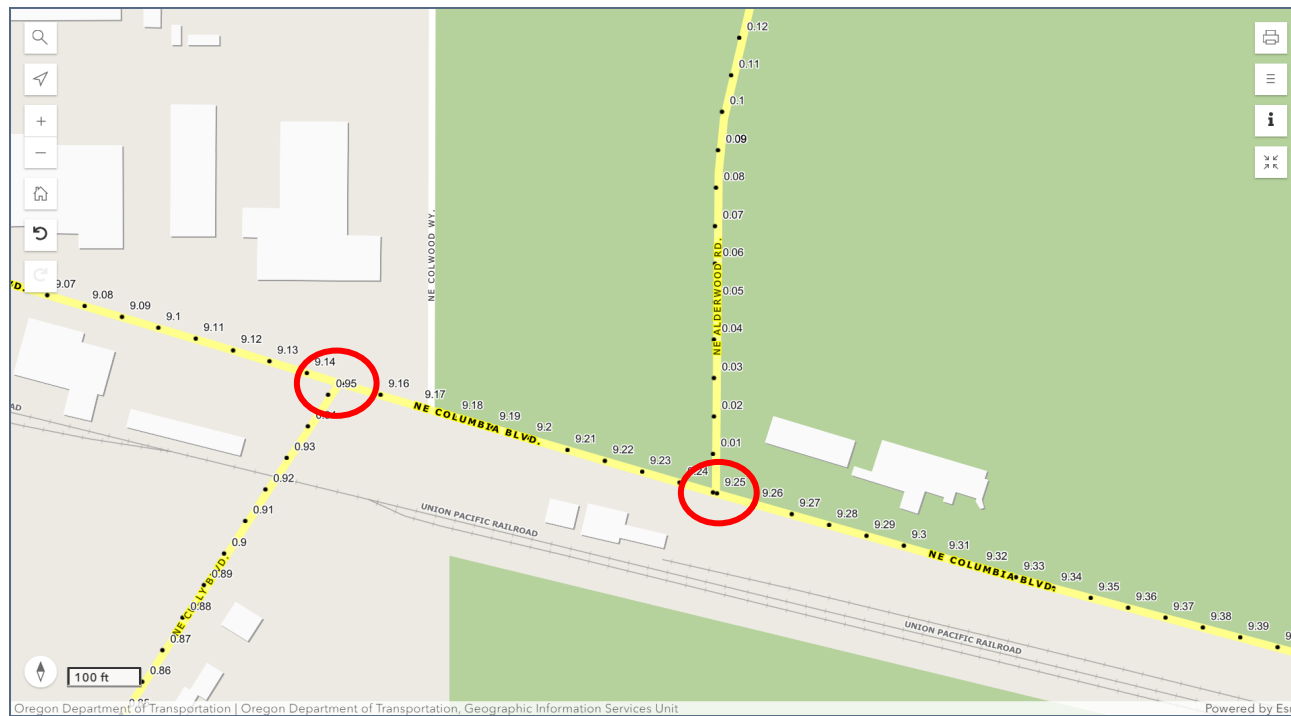
Administrative Modification Guidance and Thresholds for Change

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 .
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)

Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
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Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	M240	STP-FLEX	39.59%	744,032.00	89.73%	667,619.91	0.00%	0.00	10.27%	76,412.09
	Z24E	Surface transportation block grants - flex FAST ext	60.41%	1,135,482.00	89.73%	1,018,868.00	0.00%	0.00	10.27%	116,614.00
	PE Totals		100.00%	1,879,514.00		1,686,487.91		0.00		193,026.09
RW	Z230	STP >200K	7.58%	215,429.00	89.73%	193,304.44	0.00%	0.00	10.27%	22,124.56
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	92.42%	2,625,211.00	89.73%	2,355,601.83	0.00%	0.00	10.27%	269,609.17
	RW Totals		100.00%	2,840,640.00		2,548,906.27		0.00		291,733.73
UR	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	50.00%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	Z24E	Surface transportation block grants - flex FAST ext	50.00%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	UR Totals		100.00%	100,000.00		89,730.00		0.00		10,270.00
CN	OTH0	OTHER THAN STATE OR	0.49%	20,000.00	0.00%	0.00	0.00%	0.00	100.00%	20,000.00
	Z230	STP >200K	59.46%	2,429,340.00	89.73%	2,179,846.78	0.00%	0.00	10.27%	249,493.22
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	40.05%	1,636,106.00	89.73%	1,468,077.91	10.27%	168,028.09	0.00%	0.00
	CN Totals		100.00%	4,085,446.00		3,647,924.69		168,028.09		269,493.22
Grand Totals				8,905,600.00		7,973,048.87		168,028.09		764,523.04

BID ITEMS				\$	2,592,720
CONSTRUCTION CONTINGENCY			5% of Bid Items*	\$	129,636
SUBTOTAL				\$	2,722,356
ANTICIPATED ITEMS				\$	314,865
TOTAL CONSTRUCTION				\$	3,037,221
PROJECT MANAGEMENT			5% of Bid Items	\$	129,636
DESIGN ENGINEERING			25% of Bid Items	\$	648,180
CONSTRUCTION MANAGEMENT			15% of Bid Items	\$	388,908
SUBTOTAL				\$	1,166,724
PROJECT ENGINEERING & MANAGEMENT OVERHEAD			80.85% of PM, Eng, and CM	\$	943,296





Metro

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

MTIP Admin Modification

SCOPE CHANGE

Change project scope, name,
description based on budget

Project #7**Project Name:**

~~Fanno Creek Regional Trail Crossing Safety~~
OR141 (SW Hall Blvd): Fanno Creek Trail - SW Omaha St

Project Details Summary

ODOT Key #	23509	RFFA ID:	N/A	RTP ID:	10766	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:		AM24-20-AUG2		STIP Amendment ID:			

Summary of Amendment Changes Occurring:

The admin mod adjusts the project scope and costs based on budget limitations. The admin mod adds Congressionally Directed Spending (CDS) awarded funding of \$1 million. The revised project cost increases to \$2,778,985.

Why Changes May Proceed Administratively:

Metro is granting a one-time exception to the Amendment Matrix guidance to help ensure the PE phase can move forward and obligate before the end of FFY 2024. The required changes normally would trigger the completion of a formal/full amendment based on the guidelines stated in Metro's approved amendment matrix. However, due to prior submission issues with Metro, the requested changes did not make it into the final July 2024 Formal Amendment bundle. The error was due to a processing issue within Metro. A review of the project delivery elements reveals that the project is still an exempt project from air quality and transportation modeling analysis and modeling requirements. The project is not capacity enhancing or negatively impacts the Metro Pedestrian network. The funding increase has been verified and meets the demonstration of fiscal constraint. The overall project purpose focuses on safety needs for the public. Finally, ODOT has stated that a high urgency exists to obligate the PE phase before the end. Because the project remains as an air quality exempt, non-capacity enhancement, safety upgrade project, staff supports a special one-time exception to allow the project changes to be process administratively.

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

Short Description:

~~Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.~~
Design and upgrade a roadway trail crossing at Fanno Creek and construct a new enhanced roadway crossing at SW Omaha St.

MTIP Detailed Description (Internal Metro use only):

~~On the Fanno Creek Regional Trail in Tigard, Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard to include the installation of a pedestrian activated rectangular rapid flashing beacon (RRFB), lighting, improved pavement markings and signage, and curb work/paving at the trail heads to improve pedestrian safety.~~

On the Fanno Creek Regional Trail in Tigard, design and upgrade a roadway trail crossing at Fanno Creek and construct a new enhanced roadway crossing at SW Omaha St to improve pedestrian safety.

STIP Description:

Design and upgrade a roadway trail crossing at Fanno Creek and construct a new enhanced roadway crossing at SW Omaha St.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
Transportation/	Active Trans - Bike	Other	
ODOT Work Type:	BIKPED/ADAP/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									
TA-S (State TAP)	Y300	2024		\$ 315,983					\$ -
TA-S (State TAP)	Y300	2026					\$ 684,086		\$ -
TA-S (State TAP)	Y300	2026					\$ 1,000,069		\$ 1,000,069
AC-CDS24	ACP0	2026					\$ 1,000,000		\$ 1,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 2,000,069	\$ -	\$ 2,000,069

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S010	2024		\$ 550,000					\$ 550,000
State (ACPO)	Match	2026					\$ 114,454		\$ 114,454
State Totals:			\$ -	\$ 550,000	\$ -	\$ -	\$ 114,454	\$ -	\$ 664,454
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 36,166					\$ -
Local (Y300)	Match	2026					\$ 78,297		\$ -
Local (Y300)	Match	2026					\$ 114,462		\$ 114,462
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 114,462	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Amended Programming Totals			\$ -	\$ 550,000	\$ -	\$ -	\$ 2,228,985	\$ -	\$ 2,778,985
Total Estimated Project Cost									\$ 2,778,985
Total Cost in Year of Expenditure:									\$ 2,778,985
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:			\$ -	\$ 197,851	\$ -	\$ -	\$ 1,466,602	\$ -	\$ 1,664,453
Phase Change Percent:			0.0%	56.2%	0.0%	0.0%	192.4%	0.0%	248.6%
Amended Phase Matching Funds:			\$ -	\$ -	\$ -	\$ -	\$ 228,916	\$ -	\$ 228,916
Amended Phase Matching Percent:			N/A	0.00%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 2,000,069	\$ -	\$ 2,000,069
State	\$ -	\$ 550,000	\$ -	\$ -	\$ 114,454	\$ -	\$ 664,454
Local	\$ -	\$ -	\$ -	\$ -	\$ 114,462	\$ -	\$ 114,462
Total	\$ -	\$ 550,000	\$ -	\$ -	\$ 2,228,985	\$ -	\$ 2,778,985
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.73%	0.0%	71.97%
State	0.0%	100.0%	0.0%	0.0%	5.13%	0.0%	23.91%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.12%
Total	0.0%	100.0%	0.0%	0.0%	94.9%	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%	72.0%	0.0%	71.97%
State	0.0%	19.8%	0.0%	0.0%	4.1%	0.0%	23.91%
Local	0.00%	0.0%	0.0%	0.0%	4.1%	0.0%	4.1%
Total	0.0%	19.79%	0.0%	0.0%	80.2%	0.0%	100.00%
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	2	2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	December 2023 FA = Initial programming submission						

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	OR141	5.63		5.82		0.19	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	SW Hall Blvd		SW Omaha St			Fanno Creek Trail		
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes Equity Focus Areas POC = Yes, LEP = Yes LI = Yes
				X		X		
Notes:								

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CDS24	Federal Advance Construction funds tagged with the expected conversion designation of FFY 2024 Congressionally Designated Spending awarded funds
State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.

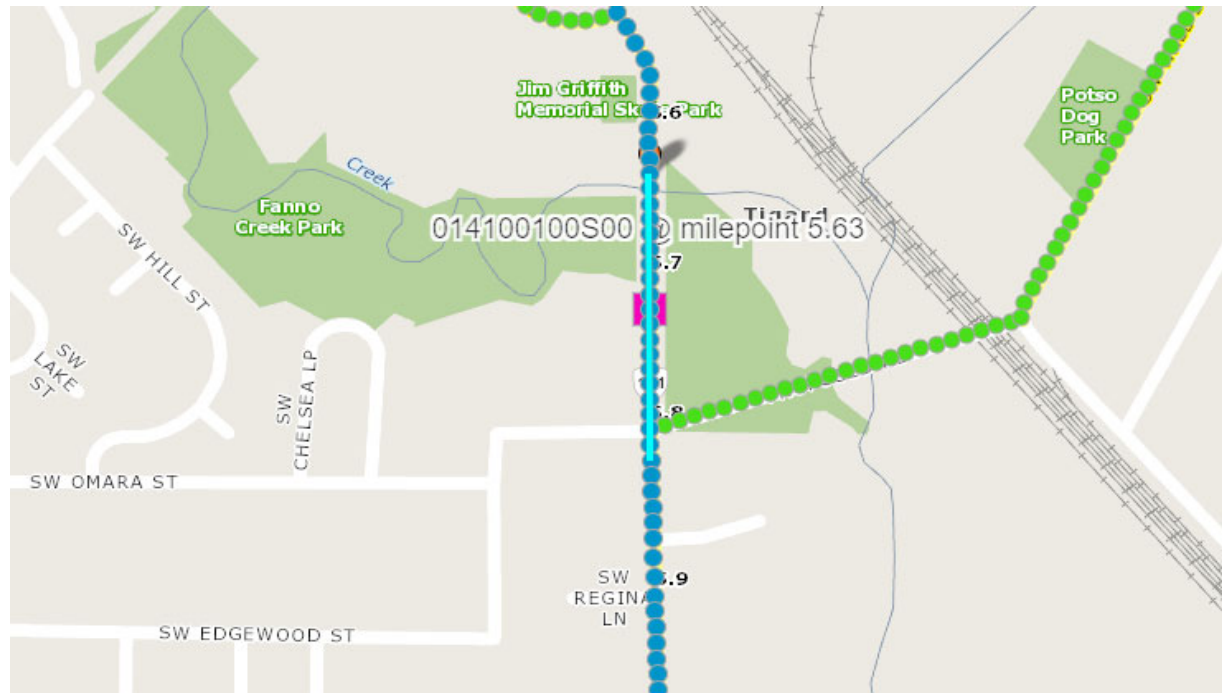
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation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

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

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE	100.00%	550,000.00	0.00%	0.00	100.00%	550,000.00	0.00%	0.00
	PE Totals		100.00%	550,000.00		0.00		550,000.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	50.00%	1,114,454.47	89.73%	1,000,000.00	10.27%	114,454.47	0.00%	0.00
	Y300	TAP transportation alternatives program flex IJJA	50.00%	1,114,531.40	89.73%	1,000,069.03	0.00%	0.00	10.27%	114,462.37
	CN Totals		100.00%	2,228,985.87		2,000,069.03		114,454.47		114,462.37
	Grand Totals			2,778,985.87		2,000,069.03		664,454.47		114,462.37

Community Project Funding/Congressionally Directed Spending					
Agency	Account	Recipient	Project	State	Amount
Department of Transportation	Highway Infrastructure Programs	OR	OR141: Hall Boulevard Pedestrian Safety Improvements	OR	1,000,000





Metro

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

MTIP Admin Modification
FUND SWAP/PHASE SLIP
Shift UR funds to PE, slip UR to FFY
2025, Cons to FFY 2026

Project #8**Project Name:****OR213 at NE Glisan St and NE Davis St****Project Details Summary**

ODOT Key #	21607	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71161	CDS ID:	N/A	Bridge #:		FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:			

Summary of Amendment Changes Occurring:

The admin mod shifts \$27,311 from UR to PE. UR is slipped to FFY 2025. Construction is slipped to FFY 2026. AC codes are updated with their federal conversion code. Update MTIP detailed description. There is no change in scope location, or limits. TPC remains at \$4,836,940.

Why Changes May Proceed Administratively:

Phase slips within constrained years may occur administratively. Fund swaps among project phases may occur administratively assuming no scope or limits changes are also occurring.

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

Short Description:

Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.

MTIP Detailed Description (Internal Metro use only):

On OR214 (NE Sandy Blvd) in NE Portland at Glisan St and Davis St intersections, upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.

STIP Description:

Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	System Management and Operations	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									
NHPP	Z0E1	2021		\$ 703,899					\$ 703,899
NHPP	Z001	2021		\$ 24,506					\$ 24,506
AC-NHPP	ACP0	2024			\$ 444,410				\$ -
NHPP	Z001	2025			\$ 444,410				\$ 444,410
AC-NHPP	Z001	2024				\$ 130,919			\$ -
NHPP	Z001	2026				\$ 106,413			\$ 106,413
AC-NHPP	ACP0	2025					\$ 3,060,959		\$ -
NHPP	Y001	2026					\$ 3,060,959		\$ 3,060,959
Federal Totals:			\$ -	\$ 728,405	\$ 444,410	\$ 106,413	\$ 3,060,959	\$ -	\$ 4,340,187
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z0E1)	Match	2021		\$ 80,564					\$ 80,564
State (Z001)	Match	2021		\$ 2,805					\$ 2,805
State (ACP0)	Match	2024			\$ 50,865				\$ -
State (Z001)	Match	2025			\$ 50,865				\$ 50,865
State (ACP0)	Match	2024				\$ 14,984			\$ -
State (Z001)	Match	2026				\$ 12,179			\$ 12,179
State (ACP0)	Match	2025					\$ 350,340		\$ -
State (Y001)	Match	2026					\$ 350,340		\$ 350,340
State Totals:			\$ -	\$ 83,369	\$ 50,865	\$ 12,179	\$ 350,340	\$ -	\$ 496,753

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 784,463	\$ 495,275	\$ 145,903	\$ 3,411,299	\$ -	\$ 4,836,940
Amended Programming Totals			\$ -	\$ 811,774	\$ 495,275	\$ 118,592	\$ 3,411,299	\$ -	\$ 4,836,940
Total Estimated Project Cost									\$ 4,836,940
Total Cost in Year of Expenditure:									\$ 4,836,940
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:			\$ -	\$ 27,311	\$ -	\$ (27,311)	\$ -	\$ -	\$ -
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:			\$ -	\$ 83,369	\$ 50,865	\$ 12,179	\$ 350,340	\$ -	\$ 496,753
Amended Phase Matching Percent:			N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 728,405	\$ 444,410	\$ 106,413	\$ 3,060,959	\$ -	\$ 4,340,187
State			\$ -	\$ 83,369	\$ 50,865	\$ 12,179	\$ 350,340	\$ -	\$ 496,753
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 811,774	\$ 495,275	\$ 118,592	\$ 3,411,299	\$ -	\$ 4,836,940
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State			0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total			0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	15.06%	9.2%	2.2%	63.3%	0.0%	89.73%
State	0.0%	1.7%	1.1%	0.3%	7.2%	0.0%	10.27%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	16.78%	10.2%	2.5%	70.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 728,405					Aid ID
Federal Funds Obligated:		\$ 811,774					S068(033)
EA Number:		PE003308					FHWA or FTA
Initial Obligation Date:		6/9/2021					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Slip CON to 2025						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR213	at 2.75	2.75	0	
		OR213	at 2.87	2.87	0	

Cross Streets	Route or Arterial	Cross Street	Cross Street
	OR213 (NE 82nd Ave)	at NE Glisan St intersection	
	OR213 (NE 82nd Ave)	at NE Davis St intersection	

Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes EFA PCOC = Yes LEP = Yes LI = Yes
				X	X	X	X	

Notes: HIC designation = Yes. EFA. Borders EFA, all three areas (POC, LI, LEP = Yes.

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-NHPP	Advance Construction funds used with the expected conversion fund to be federal National Highway Performance Program
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 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	<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 .

Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adjusting for Prior Obligation Amounts	<p>Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP.</p> <p>The following conditions apply:</p> <ul style="list-style-type: none"> -The prior obligate phase is being updated for follow-on obligation purposes. - Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.

Key Number: 21607

2024-2027 STIP

Project Name: OR213 at NE Glisan St and NE Davis St

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z001	NATIONAL HIGHWAY PERF FAST	3.36%	27,311.00	89.73%	24,506.16	10.27%	2,804.84	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	96.64%	784,463.00	89.73%	703,898.65	10.27%	80,564.35	0.00%	0.00
	PE Totals		100.00%	811,774.00		728,404.81		83,369.19		0.00
RW	Z001	NATIONAL HIGHWAY PERF FAST	100.00%	495,275.00	89.73%	444,410.26	10.27%	50,864.74	0.00%	0.00
	RW Totals		100.00%	495,275.00		444,410.26		50,864.74		0.00
UR	Z001	NATIONAL HIGHWAY PERF FAST	100.00%	118,592.00	89.73%	106,412.60	10.27%	12,179.40	0.00%	0.00
	UR Totals		100.00%	118,592.00		106,412.60		12,179.40		0.00
CN	Y001	National Highway Perf IJJA	100.00%	3,411,299.00	89.73%	3,060,958.59	10.27%	350,340.41	0.00%	0.00
	CN Totals		100.00%	3,411,299.00		3,060,958.59		350,340.41		0.00
OT	Z001	NATIONAL HIGHWAY PERF FAST	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				4,836,940.00		4,340,186.26		496,753.74		0.00



Metro

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

MTIP Admin Modification
TECHNICAL CORRECTION
Correct PE phase by reducing \$25k
per phase review

Project #9**Project Name:****NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave****Project Details Summary**

ODOT Key #	16986	RFFA ID:	N/A	RTP ID:	10433	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70542	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-20-AUG2		STIP Amendment ID:		N/A	

Summary of Amendment Changes Occurring:

The admin mod corrects a minor error noted in the PE phase from the last project review. Per the final obligation updates, the phase needs to be reduced by \$25k of local overmatch. The prior phase total of \$1,144,090 was correct and did not require the added \$25k.

Why Changes May Proceed Administratively:

This is a minor technical correction to ensure the STIP and MTIP match up. There is no change in scope, limits or overall cost as a result.

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

Short Description:

Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes

MTIP Detailed Description (Internal Metro use only):

In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800' of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail

STIP Description:

Extend NW Division St between NW Wallula Ave and NW Birdsedale Ave with active transportation improvements to include sidewalks, curb ramps and bike lanes. These improvements will increase safety and accessibility, and fill significant gaps in the active transportation network along NW Division St.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk New	Capital Improvement
	Active Trans - Bicycle	Sidewalk Reconstruction On-Street Striped	
ODOT Work Type:	BIKPED, CMAQ		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TCSP	L68E	2013		\$ 179,460					\$ 179,460
CMAQ	Z400 L400	2013		\$ 757,402					\$ 757,402
CMAQ	L400 Z40E	2022			\$ 741,047				\$ 741,047
CMAQ	Y400	2024					\$ 3,742,312		\$ 3,742,312
Federal Totals:			\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,420,221
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 (L68E)	Match	2013		\$ 20,540					\$ 20,540
Local (CMAQ)	Match	2013		\$ 86,688					\$ 86,688
Other	OTH0	2013		\$ 125,000					\$ -
Other	OTH0	2013		\$ 100,000					\$ 100,000
Local (CMAQ)	Match	2022			\$ 84,816				\$ 84,816
Local (Y400)	Match	2024					\$ 428,324		\$ 428,324
Other	OTH0	2024					\$ 3,675,961		\$ 3,675,961
Local Totals:			\$ -	\$ 207,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,396,329
Phase Totals									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,169,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,841,550
Amended Programming Totals			\$ -	\$ 1,144,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,816,550
Total Estimated Project Cost									\$ 9,816,550
Total Cost in Year of Expenditure:									\$ 9,816,550
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:			\$ -	\$ (25,000)	\$ -	\$ -	\$ -	\$ -	\$ (25,000)
Phase Change Percent:			0.0%	-2.1%	0.0%	0.0%	0.0%	0.0%	-2.1%
Amended Phase Matching Funds:			\$ -	\$ 107,228	\$ 84,816	\$ -	\$ 428,324	\$ -	\$ 620,368
Amended Phase Matching Percent:			N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 936,862	\$ 741,047	\$ -	\$ 3,742,312	\$ -	\$ 5,420,221
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 207,228	\$ 84,816	\$ -	\$ 4,104,285	\$ -	\$ 4,396,329
Total			\$ -	\$ 1,144,090	\$ 825,863	\$ -	\$ 7,846,597	\$ -	\$ 9,816,550

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	81.9%	89.73%	0.0%	47.69%	0.0%	55.22%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	18.1%	10.27%	0.0%	52.3%	0.0%	44.78%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	9.54%	7.5%	0.0%	38.1%	0.0%	55.22%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.00%	2.1%	0.9%	0.0%	41.8%	0.0%	44.8%
Total	0.0%	11.65%	8.4%	0.0%	79.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,169,090	\$ 825,863				Aid ID
Federal Funds Obligated:		\$ 757,402	\$ -				
EA Number:		PE002199	R9820000				FHWA or FTA
Initial Obligation Date:		1/29/2013	2/14/2022				FHWA
EA End Date:		10/27/1902	6/30/2025				FMIS or TRAMS
Known Expenditures:		\$ 591,947	\$ 729,757				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	2012	Years Active	13	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	12	Last Amendment	Formal	Date of Last Amendment	June 2024	Last MTIP Amend Num	JN24-09-JUN1
Last Amendment Action	Cost Increase: Add Local overmatch to address construction phase funding shortfall base don latest construction phase estimate.						

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	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Division Street		Wallula Ave	Birdsdale 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	High Injury Corridor	Notes
				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
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
Other	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.
TCSP	Federal Transportation Community and Systems Preservation Pilot Program funds. TCSP funds tie transportation, economic growth, and quality of life goals by encouraging the development of innovative strategies and creating new partnerships to strengthen the planning process. TCSP funds are used to help achieve locally determined goals such as improving transportation efficiency; reducing the negative effects of transportation on the environment; providing better access to jobs, services and trade centers; reducing the need for costly future infrastructure; and revitalizing underdeveloped and brownfield sites. Grants also can be used to examine urban development patterns and create strategies that encourage private companies to work toward these goals in designing new developments. Currently, the TCSP program within FHWA is not active.

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.

[External sender]FW: Amendment has been approved! K16986 ?




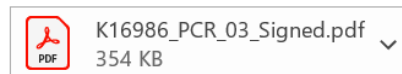
ANTELO Adriana <Adriana.ANTELO@odot.oregon.gc

To MTIP Amendments



Tue 1:35 PM

 Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.



We need to discuss this amendment. There's an error caused by an error in the PCR that was shared with you.

PCR shows current PE Total as \$1,169,090. The only problem is the phase was already completely funded at \$1,144,090. I worked from your approval to match the PE total adding an additional \$25,000 to arrive at \$1,169,090. PE total should have remained at \$1,144,090.

To fix the error I propose, we allow CN to obligate this FFY. I will slip the \$25K added to PE under local funds to next FFY. When PE closes at bid award, the additional local funds will just drop off. PE is scheduled to close 10/31/24. This seems like the most direct route to correcting the programming.