



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: August 27, 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 #5, AM24-23-AUG5

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved August #5 administrative modification for review and inclusion in the STIP. The August #5 Admin Mod is separate from the EOY Slip amendment and under amendment number AM24-23-AUG5. The admin mod contains two projects:

Key	Lead Agency	Name	Change
22828	Clackamas County	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	CANCEL PHASES: Cancel ROW and UR phases. Shift funds to PE
23435	ODOT	OR47/OR8/US30 Curb Ramps	CANCEL PHASE: Cancel UR phase and update phase costs

Note: The FFY 2024 EOY Slip Amendment will be submitted via the August #3 Admin Mod under AM24-21-AUG#3. This admin mod will be submitted shortly.

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 #5 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
CANCEL PHASES
 Cancel ROW and UR phases. Shift funds to PE

Project #1

Project Name:	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)
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Project Details Summary							
ODOT Key #	22828	RFFA ID:	N/A	RTP ID:	11762	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71346	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-23-AUG5		STIP Amendment ID:			

Summary of Amendment Changes Occurring:
 The admin mod cancels the ROW and UR phases for the project. The funding is shifted back to the PE phase. PE is then slipped to FFY 2025.

Why Changes May Proceed Administratively:
 Phase cancelations (excluding construction) where no scope, limits or cost changes are also occurring may be completed administratively.

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

Short Description:
 Install adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section.

MTIP Detailed Description (Internal Metro use only):
 On SE Sunnyside Rd in Clackamas County from 132nd Ave to 172nd Ave, install adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section for increased public safety.

STIP Description:
 Install adaptive signal system to coordinate signals on this section of the corridor to improve traffic flow and reduce crashes at various intersections on this section.

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024		\$ 449,186					\$ -
HSIP	YS30	2025		\$ 458,186					\$ 458,186
HSIP	YS30	2025			\$ 4,500				\$ -
HSIP	YS30	2026				\$ 4,500			\$ -
HSIP	YS30	2026					\$ 1,350,815		\$ 1,350,815
Federal Totals:			\$ -	\$ 458,186	\$ -	\$ 4,500	\$ 1,350,815	\$ -	\$ 1,809,001
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 49,910					\$ -
Local	Match	2025		\$ 50,910					\$ 50,910
Local	Match	2025			\$ 500				\$ -
Local	Match	2026				\$ 500			\$ -
Local	Match	2026					\$ 150,091		\$ 150,091
Local Totals:			\$ -	\$ 50,910	\$ -	\$ -	\$ 150,091	\$ -	\$ 201,001
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 499,096	\$ 500	\$ 500	\$ 1,500,906	\$ -	\$ 2,001,002
Amended Programming Totals			\$ -	\$ 509,096	\$ -	\$ -	\$ 1,500,906	\$ -	\$ 2,010,002
Total Estimated Project Cost									\$ 2,010,002
Total Cost in Year of Expenditure:									\$ 2,010,002

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:	\$ -	\$ 10,000	\$ (500)	\$ (500)	\$ -	\$ -	\$ 9,000
Phase Change Percent:	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 50,910	\$ -	\$ -	\$ 150,091	\$ -	\$ 201,001
Amended Phase Matching Percent:	N/A	10.00%	N/A	N/A	10.00%	N/A	10.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 458,186	\$ -	\$ -	\$ 1,350,815	\$ -	\$ 1,809,001
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 50,910	\$ -	\$ -	\$ 150,091	\$ -	\$ 201,001
Total	\$ -	\$ 509,096	\$ -	\$ -	\$ 1,500,906	\$ -	\$ 2,010,002

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	90.0%	0.0%	0.0%	90.00%	0.0%	90.00%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	10.00%
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	0.0%	22.80%	0.0%	0.0%	67.2%	0.0%	90.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	2.5%	0.0%	0.0%	7.5%	0.0%	10.0%
Total	0.0%	25.33%	0.0%	0.0%	74.7%	0.0%	100.00%

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

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

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SE Sunnyside Rd		132nd Ave		172nd Ave	

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

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes EFA POC = No LEP = Yes LI = No
				X	X	X		
Notes: EFA: People of Color = No, Limited English Proficiency = Yes, Limited Income = No. High Injury Corridor designation = No.								

Fund Codes References

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

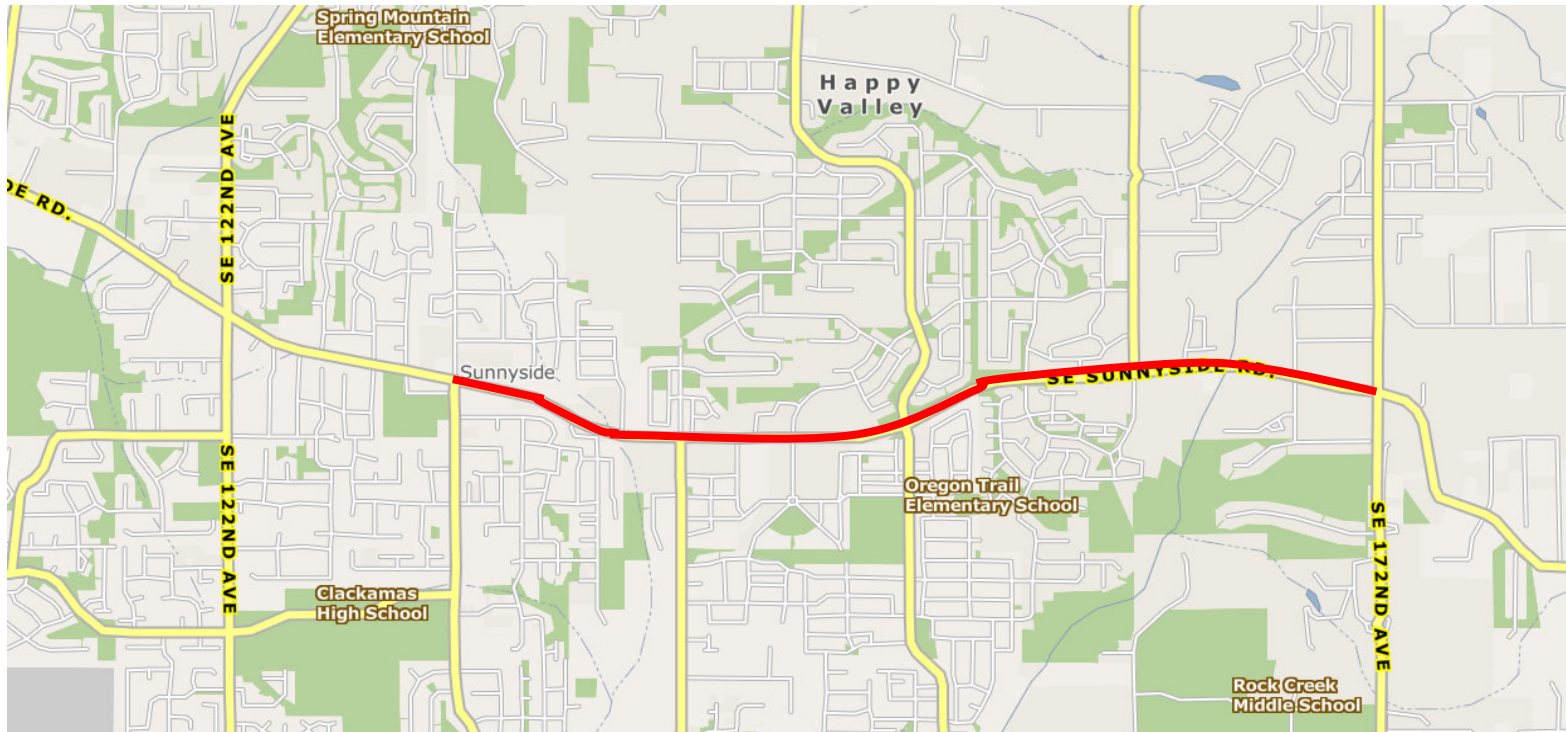
**MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change**

Number	Change Area
General	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 .
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.

Project Name: SE Sunnyside Rd: 132nd Ave - 172nd Ave

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS30	Highway Safety Imp Program IJJA	100.00%	509,095.00	90.00%	458,185.50	0.00%	0.00	10.00%	50,909.50
	PE Totals		100.00%	509,095.00		458,185.50		0.00		50,909.50
RW	YS30	Highway Safety Imp Program IJJA	0.00%	0.00	90.00%	0.00	0.00%	0.00	10.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
UR	YS30	Highway Safety Imp Program IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	YS30	Highway Safety Imp Program IJJA	100.00%	1,500,905.00	90.00%	1,350,814.50	0.00%	0.00	10.00%	150,090.50
	CN Totals		100.00%	1,500,905.00		1,350,814.50		0.00		150,090.50
Grand Totals				2,010,000.00		1,809,000.00		0.00		201,000.00





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

MTIP Admin Modification
CANCEL PHASE
 Cancel UR phase and update
 phase costs

Project #2

Project Name:	OR47/OR8/US30 Curb Ramps
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Project Details Summary							
ODOT Key #	23435	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71257	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM24-23-AUG5		STIP Amendment ID:		24-27-1758	

Summary of Amendment Changes Occurring:
 The admin mod cancels the UR phase to the project. The construction phase estimated cost is updated (decreased). The revised total project cost estimate is now \$16,442,761.

Why Changes May Proceed Administratively:
 Phase cancelations (except construction) may occur administratively assuming they do not include scope, limits, or major cost adjustments. The net cost decrease is 15.5% which is below the 20% threshold. There is no scope change.

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

Short Description:
 Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons

MTIP Detailed Description (Internal Metro use only):
 At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disabled persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)

STIP Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation	Active Trans - Pedestrian	Sidewalks - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

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 Y240	2022		\$ 3,768,660					\$ 3,768,660
State STBG	Z24E Y240	2023			\$ 1,356,718				\$ 1,356,718
AC-STBGS	ACP0	2024				\$ 26,919			\$ 26,919
State STBG	Y240	2024					\$ 7,944,848		\$ -
State STBG	Y240	2024					\$ 5,446,024		\$ 5,446,024
AC-STBGS	ACP0	2024					\$ 3,455,011		\$ 3,455,011
HIP	Z918	2024					\$ 689,461		\$ 689,461
Federal Totals:			\$ -	\$ 3,768,660	\$ 1,356,718	\$ -	\$ 9,590,496	\$ -	\$ 14,742,793

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2022		\$ 431,340					\$ 431,340
State	Match	2023			\$ 155,282				\$ 155,282
State (AC)	Match	2024				\$ 3,081			\$ -
State (Y240)	Match	2024					\$ 909,323		\$ -
State (Y240)	Match	2024					\$ 623,322		\$ 623,322
State (ACP0)	Match	2024					\$ 395,441		\$ 395,441
State (Z918)	Match	2024					\$ 78,912		\$ 78,912
State Totals:			\$ -	\$ 431,340	\$ 155,282	\$ -	\$ 1,097,675	\$ -	\$ 1,684,297

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024					\$ 42,590		\$ 42,590
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 42,590	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 4,200,000	\$ 1,512,000	\$ 30,000	\$ 12,704,623	\$ -	\$ 18,446,623
Amended Programming Totals	\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 10,730,761	\$ -	\$ 16,442,761
Total Estimated Project Cost							\$ 16,442,761
Total Cost in Year of Expenditure:							\$ 16,442,761

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ (30,000)	\$ (1,973,862)	\$ -	\$ (2,003,862)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-15.5%	0.0%	-15.5%
Amended Phase Matching Funds:	\$ -	\$ 431,340	\$ 155,282	\$ -	\$ 1,097,675	\$ -	\$ 1,684,297
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	\$ -	\$ 3,768,660	\$ 1,356,718	\$ -	\$ 9,590,496	\$ -	\$ 14,715,874
State	\$ -	\$ 431,340	\$ 155,282	\$ -	\$ 1,097,675	\$ -	\$ 1,684,297
Local	\$ -	\$ -	\$ -	\$ -	\$ 42,590	\$ -	\$ 42,590
Total	\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 10,730,761	\$ -	\$ 16,442,761

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.37%	0.0%	89.50%
State	0.0%	10.27%	10.27%	0.0%	10.23%	0.0%	10.24%
Local	0.0%	0.0%	0.0%	0.0%	0.40%	0.0%	0.26%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	22.92%	8.3%	0.0%	58.33%	0.0%	89.50%
State	0.0%	2.6%	0.9%	0.0%	6.68%	0.0%	10.24%
Local	0.0%	0.0%	0.0%	0.0%	0.26%	0.0%	0.26%
Total	0.0%	25.54%	9.20%	0.0%	65.26%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 4,200,000	\$ 1,512,000				Aid ID
Federal Funds Obligated:		\$ 3,768,660	\$ -				SA00(466)
EA Number:		PE003364	R9870000				FHWA or FTA
Initial Obligation Date:		12/22/2021	5/22/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
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	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	6	Last Amendment	Formal	Date of Last Amendment	January 2024	Last MTIP Amend Num	JA24-04-JAN
Last Amendment Action	COST INCREASE Create an small UR phase and increase Construction						

Project Location References

	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	OR47	17.88	20.29	2.41
	Yes	OR47	19.44	25.27	5.83
	Yes	OR47	60.87	62.77	1.9
	Yes	OR47	88.68	90.59	1.91
	Yes	OR47	88.53	88.53	0
	Yes	US30	46.66	48.4	1.74

Cross Streets	Route or Arterial	Cross Street	Cross Street
	No	Not Applicable	Not Applicable

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

Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
				X		X		The small portion in the Metro MPA boundary on OR47 at OR8 and north is in an EFA: POC = Yes, LEP = Yes. LI = Yes

Notes:

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-STBGS	Advance Construction funds with the expected conversion code cited to be State STBG
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.

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

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.

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.

Key Number: 22435

2024-2027 STIP

Project Name: OR47/OR8/US30 curb ramps

(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	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	PE Totals		100.00%	4,200,000.00		3,768,660.00		431,340.00		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	32.66%	493,797.38	89.73%	443,084.39	10.27%	50,712.99	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	67.34%	1,018,202.62	89.73%	913,633.21	10.27%	104,569.41	0.00%	0.00
	RW Totals		100.00%	1,512,000.00		1,356,717.60		155,282.40		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	35.88%	3,850,452.00	89.73%	3,455,010.58	10.27%	395,441.42	0.00%	0.00
	OTH0	OTHER THAN STATE OR	0.40%	42,590.00	0.00%	0.00	0.00%	0.00	100.00%	42,590.00
	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA	56.56%	6,069,346.28	89.73%	5,446,024.41	10.27%	623,321.87	0.00%	0.00
	Z918	Highway infrastructure any	7.16%	768,372.52	89.73%	689,460.66	10.27%	78,911.86	0.00%	0.00
	CN Totals		100.00%	10,730,760.80		9,590,495.65		1,097,675.15		42,590.00
Grand Totals				16,442,760.80		14,715,873.25		1,684,297.55		42,590.00