



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: October 18, 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 2025 Administrative Modification  
– FFY 2025 October Admin Mod #1, AM25-01-OCT1

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 October #1 administrative modification for review and inclusion in the STIP. The October #1 Admin Mod is under amendment number AM25-01-OCT1 and contains four projects:

Key	Lead Agency	Name	Change
23623	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	<b>PHASE SLIP:</b> Slip Planning and Other phases from FFY 2024 to FFY 2025. The required flex transfer was not initiated before the end of FFY 2024. The flex transfer and TrAMS grant submission will occur now during FFY 2025.
22647	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	<b>FUND SWAP:</b> Exchange multiple fund codes. The total project cost remains unchanged
22421	ODOT	<del>Cornelius Pass Hwy: US26 to US30 ITS Improvements</del> <b>Cornelius Pass Hwy &amp; US30 ITS improvements</b>	<b>MINOR LIMITS CHANGE:</b> Add US30 MP limits to the overall project limits
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	<b>MINOR SCOPE CHANGE:</b> Cons fund shifted to PE to address stormwater element

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

Kenneth F. Lobeck  
Funding Programs Lead  
Metro  
600 NE Grand Avenue  
Portland, OR 9723



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

MTIP Admin Modification  
**PHASE SLIP**  
 Slip Planning & Other phases to  
 FFY 2025

**Project #1**

<b>Project Name:</b>	<b>Tualatin Valley Hwy Transit &amp; Development Project - Continued</b>
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Project Details Summary							
ODOT Key #	<b>23623</b>	RFFA ID:	N/A	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	<b>71430</b>	CDS ID:	N/A	Bridge #:	N/A	<b>FTA Flex &amp; Conversion Code</b>	<b>Yes, 5307</b>
MTIP Amendment ID:		<b>AM25-01-OCT1</b>		STIP Amendment ID:			

**Summary of Amendment Changes Occurring:**  
 The admin mod slips the Other and Planning phases to FFY 2025. The expected flex transfer request to FTA did not occur before the end of FFY 2025 and was missed during the FFY 2024 EOY RYG review and slip amendment. The STBG and Carbon funds will be flexed to FTA. The expected conversion code is FTA Section 5307. This is the first of two amendments to the project. An additional \$5 million of Metro awarded Carbon is authorized for the project which will be committed to completing PE scope activities. Adding the \$5 million will occur in a later formal/full amendment.

**Why Changes May Proceed Administratively:**  
 Phase slips within constrained years may occur administratively.

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

**Short Description:**  
 Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

**MTIP Detailed Description (Internal Metro use only):**  
 A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

**STIP Description:**  
 OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Corridor/Area Planning		Planning
ODOT Work Type:	OP-CARBON, 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
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2024</del>	<del>\$ 200,000</del>						\$ -
STBG-U	Y230	2025	\$ 200,000						\$ 200,000
<del>Carbon</del>	<del>Y601</del>	<del>2024</del>						<del>\$ 800,000</del>	\$ -
Carbon	Y601	2025						\$ 800,000	\$ 800,000
<b>Federal Totals:</b>			\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,000,000

**State Funds**

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

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 22,891</del>						\$ -
Local	Match	2025	\$ 22,891						\$ 22,891
<del>Local</del>	<del>Match</del>	<del>2024</del>						<del>\$ 91,564</del>	\$ -
Local	Match	2025						\$ 91,564	\$ 91,564
<b>Local Totals:</b>			\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,455

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,455
Amended Programming Totals	\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,455
Total Estimated Project Cost							\$ 1,114,455
Total Cost in Year of Expenditure:							\$ 1,114,455

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed currently.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,455
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%	10.27%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 1,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 22,891	\$ -	\$ -	\$ -	\$ -	\$ 91,564	\$ 114,455
Total	\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,455

### Phase Composition Percentages

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

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	17.95%	0.00%	0.0%	0.0%	0.0%	71.8%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	2.05%	0.0%	0.0%	0.0%	0.0%	8.2%	10.27%
Total	20.0%	0.00%	0.0%	0.0%	0.0%	80.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							FTA
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TrAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	6/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES		If yes, expected FTA conversion code:		5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

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
	SW Tualatin Valley Highway		Approximately SW B Street		Approximately Beaverton Transit Center East of SW Watson 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	X	Portions of the planning area along SW Tualatin Valley Highway are Yes in defined EFAs
Notes:								

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CARBON	Federal funding appropriated to the State DOTs and then sub-allocated to MPOs or awarded via a discretionary process that provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)



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

MTIP Admin Modification  
**FUND SWAP**  
 Exchange multiple fund codes. TPC  
 remains unchanged

**Project #2**

<b>Project Name:</b>	<b>OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St</b>
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Project Details Summary							
ODOT Key #	22647	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71389	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-01-OCT1		STIP Amendment ID:		24-27-1880	

**Summary of Amendment Changes Occurring:**  
 The admin mod completes multiple fund swaps converting the AC to CDS in the ROW phase, adjusting the Construction phase CDS, and State STBG in the Other phase. There is no net changes to the total project cost.

**Why Changes May Proceed Administratively:**  
 The fund code swaps are minor and may occur administratively. There is no scope or cost change as a result.

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

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

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

**STIP Description:**

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian BIKPED, OP-SSI	Crossing Treatments	Systems Management, ITS, and Operations
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
HIPCDS23	Y926	2023		\$ 942,165					\$ 942,165
HIPCDS23	Y926	2024			\$ 315,850				\$ 315,850
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2024</del>			<del>\$ 248,552</del>				\$ -
State STBG	Y240	2024			\$ 248,552				\$ 248,552
<del>HIPCDS23</del>	<del>ACP0</del>	<del>2025</del>					<del>\$ 1,693,433</del>		\$ -
HIPCDS23	Y926	2025					\$ 1,941,985		\$ 1,941,985
<del>State-STBG</del>	<del>Y240</del>	<del>2025</del>					<del>\$ 807,570</del>		\$ -
State STBG	Y240	2025					\$ 559,018		\$ 559,018
State STBG	Y240	2025						\$ 685,537	\$ 685,537
<b>Federal Totals:</b>			\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 2,501,003	\$ 685,537	\$ 4,693,107



State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		\$ 107,835					\$ 107,835
State (Y926)	Match	2024			\$ 36,150				\$ 36,150
<del>HB2017 (ACP0)</del>	<del>Match</del>	<del>2024</del>			<del>\$ 28,448</del>				\$ -
BIKEWAYS (Y240)	S080	2024			\$ 28,448				\$ 28,448
<del>State (Y926)</del>	<del>Match</del>	<del>2025</del>					<del>\$ 193,821</del>		\$ -
State (Y926)	Match	2025					\$ 222,269		\$ 222,269
<del>BIKEWAYS (Y240)</del>	<del>S080</del>	<del>2025</del>					<del>\$ 92,430</del>		\$ -
BIKEWAYS (Y240)	S080	2025					\$ 63,982		\$ 63,982
<del>BIKEWAYS (Y240)</del>	<del>S080</del>	<del>2025</del>						<del>\$ 78,463</del>	\$ -
State (Y240)	Match	2025						\$ 78,463	\$ 78,463
State Totals:			\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 2,787,254	\$ 764,000	\$ 5,230,254
Amended Programming Totals	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 2,787,254	\$ 764,000	\$ 5,230,254
Total Estimated Project Cost							\$ 5,230,254
Total Cost in Year of Expenditure:							\$ 5,230,254

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 2,501,003	\$ 685,537	\$ 4,693,107
State	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 286,251	\$ 78,463	\$ 537,147
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 2,787,254	\$ 764,000	\$ 5,230,254

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

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	18.01%	10.8%	0.0%	47.8%	13.1%	89.73%
State	0.0%	2.1%	1.2%	0.0%	5.5%	1.5%	10.27%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	20.08%	12.0%	0.0%	53.3%	14.6%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 942,165	\$ 629,000				Aid ID
Federal Funds Obligated:		\$ 1,050,000	\$ 564,402				S141(011)
EA Number:		PE003511	R9977000				FHWA or FTA
Initial Obligation Date:		7/18/2023	2/21/2024				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS

						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							

Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:				N/A
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Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	2	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	July 2024	Last MTIP Amend Num	AM24-18-JUL2
Last Amendment Action	Combine Key 23052 into Key 22647						

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	3.80	4.07	0.27	
	Yes	OR141	4.08	4.44	0.36	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SW Hall Blvd		SW Spruce St		SW Hemlock St	

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

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

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-STBGS	Advance Construction funding with the expected conversion code to be State STBG.

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.
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
HIPCDS23	Federal Congressionally Designated Spending award from the FFY 2023 cycle. This cycle was tied into the HIP funding program for expenditure authorization parameters.
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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing 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	Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: -The prior obligate phase is being updated for follow-on obligation purposes. -Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. -No change in scope, location/limits results from the prior obligated phase adjustment.
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**Key Number: 22647**

**2024-2027 STIP**

**Project Name: OR141 (SW Hall Blvd)• SW Spruce St - SW Hemlock (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	Y926	HIP - community project congressionally directed	100.00%	1,050,000.00	89.73%	942,165.00	10.27%	107,835.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>1,050,000.00</b>		<b>942,165.00</b>		<b>107,835.00</b>		<b>0.00</b>
RW	S080	BIKEWAYS	4.52%	28,447.90	0.00%	0.00	100.00%	28,447.90	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	39.52%	248,552.10	100.00%	248,552.10	0.00%	0.00	0.00%	0.00
	Y926	HIP - community project congressionally directed	55.96%	352,000.00	89.73%	315,849.60	10.27%	36,150.40	0.00%	0.00
	<b>RW Totals</b>		<b>100.00%</b>	<b>629,000.00</b>		<b>564,401.70</b>		<b>64,598.30</b>		<b>0.00</b>
CN	S080	BIKEWAYS	2.29%	63,982.10	0.00%	0.00	100.00%	63,982.10	0.00%	0.00
	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	20.06%	559,017.90	100.00%	559,017.90	0.00%	0.00	0.00%	0.00
	Y926	HIP - community project congressionally directed	77.65%	2,164,254.32	89.73%	1,941,985.40	10.27%	222,268.92	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>2,787,254.32</b>		<b>2,501,003.30</b>		<b>286,251.02</b>		<b>0.00</b>
OT	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA	100.00%	764,000.00	89.73%	685,537.20	10.27%	78,462.80	0.00%	0.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>764,000.00</b>		<b>685,537.20</b>		<b>78,462.80</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>5,230,254.32</b>		<b>4,693,107.20</b>		<b>537,147.12</b>		<b>0.00</b>



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

MTIP Admin Modification  
**MINOR LIMITS CHANGE**  
 Add US30 MP limits to the overall project limits

**Project #3**

**Project Name:** ~~Cornelius Pass Hwy: US26 to US30 ITS Improvements~~  
 Cornelius Pass Hwy & 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:		AM25-01-OCT1		STIP Amendment ID:		24-27-1977	

**Summary of Amendment Changes Occurring:**

Cornelius Pass Rd has been transferred from Washington County to ODOT and identified now as OR127. The admin mod expands the project limits by about 1/2 mile to include site upgrade locations on US30. The project name is updated to reflect the project limits adjustment. There is no scope changes that results. Revised project limits are basically the same for Cornelius Pass on OR127 MP 0.07 to MP 7.85 (US26 to US30) and now on US30 from MP 12.90 to MP13.45. Past mapping of the project missed US30 which is now being corrected.

**Why Changes May Proceed Administratively:**

The change in limits is under 1 mile per the amendment matrix thresholds. There is no scope or funding change as a result. Overall, the project limits remain the same. The mapping is being updated due to a prior error that di not include US30. The MP limits on IS30 have been part of the project limits.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
State STBG	<del>Y240</del> Y24E	2021		\$ 1,185,887					\$ 1,185,887
State STBG	Y240	2025				\$ 53,838			\$ 53,838
State STBG	Y240	2025					\$ 2,821,080		\$ 2,821,080
<b>Federal Totals:</b>			\$ -	\$ 1,185,887	\$ -	\$ 53,838	\$ 2,821,080	\$ -	\$ 4,060,805
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y24E)	Match	2021		\$ 135,730					\$ 135,730
State (Y240)	Match	2025				\$ 6,162			\$ 6,162
State (Y240)	Match	2025					\$ 322,885		\$ 322,885
<b>State Totals:</b>			\$ -	\$ 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
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,321,617	\$ -	\$ 60,000	\$ 3,143,965	\$ -	\$ 4,525,582
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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	10.27%
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:		8/28/2026					FMIS or TRAMS
Known Expenditures:		\$ 435,263					FMIS
					Estimated Project Completion Date:		1/25/2027
Completion Date Notes: Using 3rd Note date							
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	5	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-20-AUG2
Last Amendment Action	Cancel ROW phase						

Project Limits are Updated to be the Following

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR127	0.07	7.85	7.78
	<b>Yes</b>	<b>US30</b>	<b>12.9</b>	<b>13.45</b>	<b>0.55</b>
Cross Streets	Route or Arterial	Cross Street	Cross Street		
	Cornelius Pass Highway	US 26	to and on to US 30		

Cornelius Pass Rd is under ODOT management and is designated as OR127.

**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	Southern portion near US26 is designated as a HIC. No EFA.

Notes:

**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

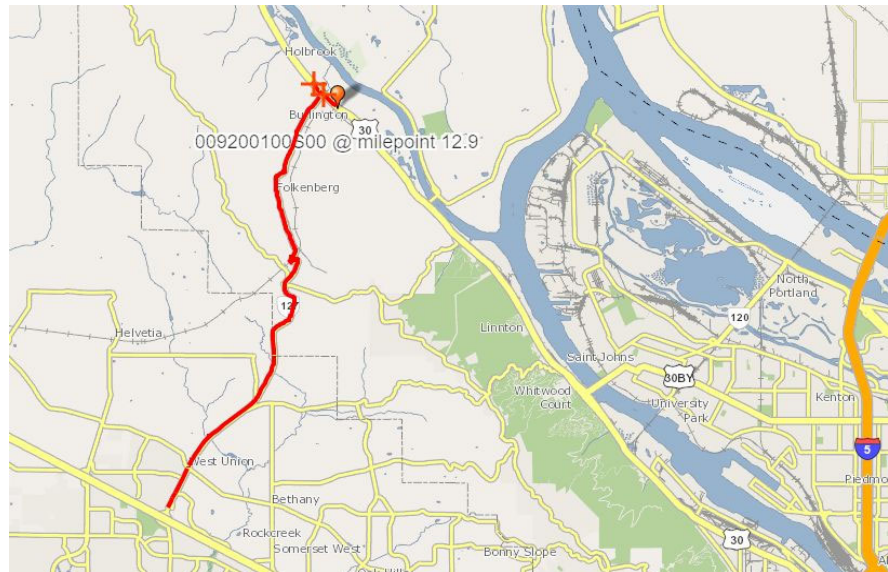
Number	Change Area
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: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

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
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**Key Number:** 22421 2024-2027 STIP

**Project Name:** Cornelius Pass Hwy & US30 ITS improvements (DRAFT AMENDMENT PP)

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





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

MTIP Admin Modification  
**MINOR SCOPE CHANGE**  
 Cons fund shifted to PE to address  
 stormwater element

**Project #4**

<b>Project Name:</b>	<b>OR8 at Armco Ave, Main St and A&amp;B Row</b>
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Project Details Summary							
ODOT Key #	21608	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71162	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-01-OCT1		STIP Amendment ID:		24-27-1998	

**Summary of Amendment Changes Occurring:**  
 The admin mod updates the current fund codes for the project and shifts construction funds to per to address stormwater mitigation requirements now part of the project. An update project cost estimate has been included which indicates the construction phase included sufficient contingency funding that the funds shift does not require backfill.

**Why Changes May Proceed Administratively:**  
 Per the amendment matrix limits up to a mile may occur administratively assuming no scope or cost changes are also involved. The net limit changes are below 1/2 mile. The addition of the stormwater mitigation scope element is not a capacity enhancing and is considered minor.

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

**Short Description:**  
 Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.

**MTIP Detailed Description (Internal Metro use only):**  
 Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.

**STIP Description:**  
 Full Signal rebuild and ADA curb ramps at the Main St intersection. Install RRFB at A&B Row. Install illumination at the Armco Ave intersection to increase safety at location. Sidewalk infill on the North side of Baseline St between SW Dennis Ave and Main Street.

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

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
NHPP	Y001	2021		<del>\$ 398,879</del>					\$ -
NHPP	Y001	2021		\$ 608,379					\$ 608,379
HSIP	ZS3E	2021		<del>\$ 465,004</del>					\$ -
HSIP	ZS3E	2021		\$ 453,810					\$ 453,810
AC-HSIP	ACP0	2021		<del>\$ 293,635</del>					\$ -
NHPP	Z001	2024			<del>\$ 161,621</del>				\$ -
AC-NHPP	ACP0	2024			\$ 102,110				\$ 102,110
AC-HSIP	ACP0	2024			<del>\$ 117,735</del>				\$ -
HSIP	ZS3E	2024			\$ 180,119				\$ 180,119
NHPP	Y001	2025				\$ 59,455			\$ 59,455
AC-HSIP	ACP0	2025				<del>\$ 12,767</del>			\$ -
HSIP	YS30	2025				\$ 12,767			\$ 12,767
NHPP	Y001	2025					<del>\$ 2,267,849</del>		\$ -
NHPP	Y001	2025					\$ 1,659,470		\$ 1,659,470
AC-HSIP	ACP0	2025					<del>\$ 1,305,899</del>		\$ -
HSIP	YS30	2025					\$ 1,305,899		\$ 1,305,899
<b>Federal Totals:</b>			\$ -	\$ 1,062,189	\$ 282,229	\$ 72,222	\$ 2,965,369	\$ -	\$ 4,382,009

Note: AC-NHPP and HSIP in ROW phase are 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
<del>State (NHPP)</del>	<del>Match</del>	<del>2021</del>		<del>\$ 45,653</del>					\$ -
State (NHPP)	Match	2021		\$ 69,632					\$ 69,632
<del>State (HSIP)</del>	<del>Match</del>	<del>2021</del>		<del>\$ 39,229</del>					\$ -
State (HSIP)	Match	2021		\$ 50,423					\$ 50,423
<del>State (ACPO)</del>	<del>Match</del>	<del>2021</del>		<del>\$ 24,772</del>					\$ -
State ADVCON	ACPO	2021		\$ 762,939					\$ 762,939
BIKEWAYS	S080	2021		\$ 500,000					\$ 500,000
<del>State (NHPP)</del>	<del>Match</del>	<del>2024</del>			<del>\$ 18,498</del>				\$ -
<del>State (AC-HSIP)</del>	<del>Match</del>	<del>2024</del>			<del>\$ 9,933</del>				\$ -
BIKEWAYS	S080	2024			\$ 150,000				\$ 150,000
State (NHPP)	Match	2025				\$ 6,805			\$ 6,805
State (HSIP)	ACPO	2025				\$ 1,419			\$ 1,419
<del>State (NHPP)</del>	<del>Match</del>	<del>2025</del>					<del>\$ 259,565</del>		\$ -
State (NHPP)	Match	2025					\$ 189,934		\$ 189,934
State (HSIP)	Match	2025					\$ 145,100		\$ 145,100
<b>State Totals:</b>			\$ -	\$ 1,382,994	\$ 150,000	\$ 8,224	\$ 335,034	\$ -	\$ 1,876,252
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ 1,767,172</del>	<del>\$ 457,787</del>	\$ 80,446	<del>\$ 3,978,413</del>	\$ -	<del>\$ 6,283,818</del>
Amended Programming Totals			\$ -	\$ 2,445,183	\$ 432,229	\$ 80,446	\$ 3,300,403	\$ -	\$ 6,258,261
Total Estimated Project Cost									\$ 6,258,261
Total Cost in Year of Expenditure:									\$ 6,258,261

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:	\$ -	\$ 678,011	\$ (25,558)	\$ -	\$ (678,010)	\$ -	\$ (25,557)
Phase Change Percent:	0.0%	38.4%	-5.6%	0.0%	-17.0%	0.0%	-0.4%
Amended Phase Matching Funds:	\$ -	\$ 120,055	\$ -	\$ 8,224	\$ 335,034	\$ -	\$ 463,313
Amended Phase Matching Percent:	N/A	10.15%	N/A	10.22%	10.15%	N/A	7.40%

### Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,062,189	\$ 282,229	\$ 72,222	\$ 2,965,369	\$ -	\$ 4,382,009
State	\$ -	\$ 1,382,994	\$ 150,000	\$ 8,224	\$ 335,034	\$ -	\$ 1,876,252
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,445,183	\$ 432,229	\$ 80,446	\$ 3,300,403	\$ -	\$ 6,258,261

### Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	43.44%	65.30%	89.78%	89.85%	0.0%	70.02%
State	0.0%	56.56%	34.70%	10.22%	10.15%	0.0%	29.98%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.00%

### Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	16.97%	4.5%	1.2%	47.4%	0.0%	70.02%
State	0.0%	22.1%	2.4%	0.1%	5.4%	0.0%	29.98%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	39.07%	6.9%	1.3%	52.7%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,445,183	\$ 432,229				Aid ID
Federal Funds Obligated:		\$ 1,062,189	\$ 282,229				S029(035)
EA Number:		PE003247	R9918000				FHWA or FTA
Initial Obligation Date:		11/6/2020	9/11/2024				FHWA
EA End Date:		6/30/2026	12/31/2027				FMIS or TRAMS
Known Expenditures:		\$ 1,271,661	\$ 2,359				FMIS
						Estimated Project Completion Date:	4/21/2027
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	2021	Years Active	5	Project Status	5	(RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	6	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 and adjust funds.						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR8	13.74	17.66	3.92	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Tualatin Valley Hwy,		Multiple site locations			

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 Crosses multiple EFAs. Yes for several.
				X		X	X	
Notes: HIC location is yes.								



**Fund Codes References**

<p>Advance Construction ADVCON (AC funds)</p>	<p>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.</p>
<p>AC-HSIP</p>	<p>Advance Construction funding used with an expected conversion cod of HSIP</p>
<p>State ADVCON</p>	<p>Advance Construction funding used for a possible later conversion back to state funds.</p>
<p>BIKEWAYS</p>	<p>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.</p>
<p>HSIP</p>	<p>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.</p>
<p>NHPP</p>	<p>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)]</p>
<p>State</p>	<p>General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.</p>

MTIP Amendment Matrix  
Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality is not impacted as a result of the change</li> <li>- A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from the MTIP .</li> </ul>
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> <li>-The changes to the project costs remain under the formal amendment cost threshold.</li> <li>-The changes to the project limits and location remain under the formal amendment threshold.</li> <li>-The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</li> <li>-The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications.</li> <li>-For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits</li> </ul>

**Cost Category Breakdown**

Biddable Items:	\$2,076,218.71	<i>Items the construction contractor bids on.</i>
Construction Contingency:	\$72,667.65	<i>Req'd per PD-08, 3.5% of biddable items.</i>
Bid Item Inflation:	\$255,000.00	<i>Use if applicable. Req'd = \$0 at PS&amp;E.</i>
Typical Section Profiles (TSP):	\$0.00	<i>Currently not in use. Req'd = \$0 at PS&amp;E.</i>
Anticipated Items:	\$21,500.00	<i>Approved construction items that are non-biddable.</i>
Construction Engineering:	\$632,445.00	
Design Contingency:	\$241,798.26	<i>Contingency for remaining design work. Req'd = \$0 at PS&amp;E</i>
<b>Total Estimated Construction (CN) Budget Needed:</b>	<b>\$3,299,629.62</b>	<i>Estimate used on PS&amp;E Checklist</i>
Non-Construction Costs:	\$0.00	
CN-Phase and Non-Construction Costs (if inc.):	\$3,299,629.62	

**Costs Details**

Construction Contingency:	3.50%	\$72,667.65	<i>Applied to biddable items.</i>
Design Contingency:	8.10%	\$241,798.26	<i>Applied to biddables, Anticipated Items &amp; Const. Engr.</i>
Typical Section Profile Costs:	\$0.00	<b>Description</b>	<b>Cost</b>
Non Construction Costs:	\$0.00	<b>Description</b>	<b>Cost</b>

Key Number: **21608**

2024-2027 STIP

Project Name: **OR8 at Armco Ave, Main St and A&B Row** (DRAFT AMENDMENT PP)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	31.20%	762,939.00	0.00%	0.00	100.00%	762,939.00	0.00%	0.00
	S080	BIKEWAYS	20.45%	500,000.00	0.00%	0.00	100.00%	500,000.00	0.00%	0.00
	Y001	National Highway Perf IJJA	27.73%	678,011.00	89.73%	608,379.27	10.27%	69,631.73	0.00%	0.00
	ZS3E	Highway Safety Improvement Program Fast Act Extension	20.62%	504,233.00	90.00%	453,809.70	10.00%	50,423.30	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>2,445,183.00</b>		<b>1,062,188.97</b>		<b>1,382,994.03</b>	
RW	ACPO	ADVANCE CONSTRUCT PR	23.63%	102,110.00	100.00%	102,110.00	0.00%	0.00	0.00%	0.00
	S080	BIKEWAYS	34.70%	150,000.00	0.00%	0.00	100.00%	150,000.00	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	41.67%	180,119.00	100.00%	180,119.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>			<b>100.00%</b>	<b>432,229.00</b>		<b>282,229.00</b>		<b>150,000.00</b>	
UR	Y001	National Highway Perf IJJA	82.37%	66,260.00	89.73%	59,455.10	10.27%	6,804.90	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	17.63%	14,185.00	90.00%	12,766.50	10.00%	1,418.50	0.00%	0.00
	<b>UR Totals</b>			<b>100.00%</b>	<b>80,445.00</b>		<b>72,221.60</b>		<b>8,223.40</b>	
CN	Y001	National Highway Perf IJJA	56.04%	1,849,404.00	89.73%	1,659,470.21	10.27%	189,933.79	0.00%	0.00
	YS30	Highway Safety Imp Program IJJA	43.96%	1,450,999.00	90.00%	1,305,899.10	10.00%	145,099.90	0.00%	0.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>3,300,403.00</b>		<b>2,965,369.31</b>		<b>335,033.69</b>	
<b>Grand Totals</b>					<b>6,258,260.00</b>		<b>4,382,008.88</b>		<b>1,876,251.12</b>	<b>0.00</b>