

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 9, 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 December Admin Mod #1, AM25-03-DEC1

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 December #1 administrative modification for review and inclusion in the STIP. The December #1 Admin Mod is under amendment number AM25-03-DEC1 and contains four projects:

Key	Lead Agency	Name	Change
23609	Metro	Transportation Systems Management & Operations (TSMO) Program Plus	PHASE SLIP: Slip Planning phase from FFY 2024 to FFY 2025
22738	ODOT	I-205: I-5 to Glenn Jackson Bridge	ADVANCE PHASE: Advance Construction phase from FFY 2026 to FFY 2025.
22957	ODOT	I-405: I-5 to N Kerby Ave	ADVANCE PHASE: Advance Preliminary Engineering (PE) phase from FFY 2026 to FFY 2025
22580	TriMet	82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave	SLIP PHASE: Slip PE phase from FFY 2024 to FFY 2025

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 December #1 Administrative Modification to the 2024-27 MTIP.

Kenneth F. Lobeck
Funding Programs Lead
Metro
600 NE Grand Avenue
Portland, OR 972



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

MTIP Admin Modification

PHASE SLIP

Slip Planning phases from FFY
2024 to FFY 2025

Project #1**Project Name:****Transportation Systems Management & Operations (TSMO) Program Plus****Project Details Summary**

ODOT Key #	23609	RFFA ID:	N/A	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71416	CDS ID:	N.A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-03-DEC1		STIP Amendment ID:		24-27-2161	

Summary of Amendment Changes Occurring:

The admin mod slips the Planning phase from FFY 2024 to FFY 2025. The project did not obligate before the end of FFY 2025 as anticipated.

Why Changes May Proceed Administratively:

Phase slips within constrained years may occur administratively.

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

Short Description:

Complete various Metro region-wide TSMO/ITS planning activities to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

MTIP Detailed Description (Internal Metro use only):

Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

STIP Description:

Complete various Metro region-wide Transportation Systems Management & Operations TSMO/ITS planning activities to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist mobility and safety needs.

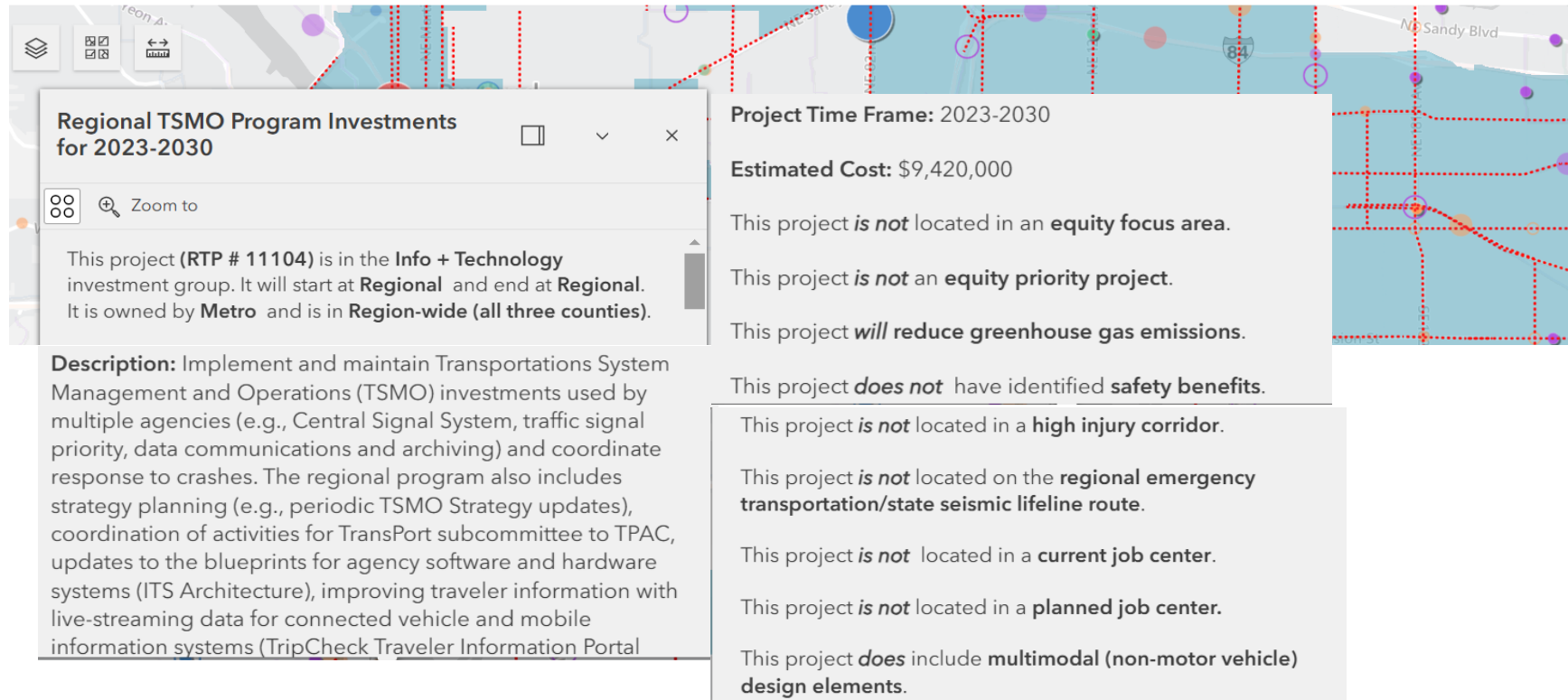
Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning	Planning - System Planning							Planning	
ODOT Work Type:	OP-ITS								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2024	\$ 285,880						\$ -
STBG-U	Y230	2025	\$ 285,880						\$ 285,880
									\$ -
Federal Totals:			\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
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	2024	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 32,720						\$ -
Local	Match	2025	\$ 32,720						\$ 32,720
									\$ -
Local Totals:			\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals									
Existing Programming Totals:			\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Amended Programming Totals			\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Total Estimated Project Cost									\$ 318,600
Total Cost in Year of Expenditure:									\$ 318,600

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Amended Phase Matching Percent:	10.27%	#DIV/0!	N/A	N/A	#DIV/0!	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Total	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	89.73%
State	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%
Total	100.0%	0.00%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
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	2024	Years Active	2	Project Status	A	In approved MTIP moving forward to obligate funds	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	December 2023	Last MTIP Amend Num	Resolution # 23-5372
Last Amendment Action	Amendment adds awarded TSMO project to the MTIP. 2-year planning study falls under UPWP for implementation and management. Project is required to be programmed as in the MTIP/STIP. TSMO Program supplements professional services to boost the technical side and communications to accelerate implementation of the 2021 TSMO Strategy. Approved project from the Metro SFY 24 UPWP.						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	No	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
					X			
Notes:								



Fund Codes References

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

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y230	STBG Urban - populations greater than 200,000 IJJA	100.00%	318,600.00	89.73%	285,879.78	0.00%	0.00	10.27%	32,720.22
	PL Totals		100.00%	318,600.00		285,879.78		0.00		32,720.22
	Grand Totals			318,600.00		285,879.78		0.00		32,720.22



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

MTIP Admin Modification
ADVANCE PHASE
 Advance Construction phase from
 FFY 2026 to FFY 2025

Project #2

Project Name:	I-205: I-5 to Glenn Jackson Bridge						
Project Details Summary							
ODOT Key #	22738	RFFA ID:	N/A	RTP ID:	11584	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71333	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-03-DEC1		STIP Amendment ID:		24-27-2149	
Summary of Amendment Changes Occurring: The admin mod advances the construction phase from FFY 2026 to FFY 2025 to allow the phase obligation to occur before the end of FFY 2025.							
Why Changes May Proceed Administratively: Phase slips/advancements within constrained years 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:

Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Glenn Jackson Bridge to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MTIP Detailed Description (Internal Metro use only):

On I-205 in Region 1 from I-5 to the Abernethy Bridge Glenn Jackson Bridge, initiate deployment of National Electric Vehicle Infrastructure (NEVI) along I-205 which includes the construction of fast chargers for electric vehicle drivers. The project is one segment of multiple segments to the larger NEVI deployment effort occurring on other state highways.

STIP Description:

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations along I-205 from I-5 to the Glenn Jackson Bridge, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Highway	Highway - Motor Vehicle			Other				Capital Improvement	
ODOT Work Type:	ELECTRIC								
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									
HIEV-IIJA	Y130	2023	\$ 188,800						\$ 188,800
HIEV-IIJA	Y130	2025		\$ 424,000					\$ 424,000
HIEV-IIJA	Y130	2026					\$ 936,000		\$ -
HIEV-IIJA	Y130	2025					\$ 936,000		\$ 936,000
Federal Totals:			\$ 188,800	\$ 424,000	\$ -	\$ -	\$ 936,000	\$ -	\$ 1,548,800
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023	\$ 47,200						\$ 47,200
State	Match	2025		\$ 106,000					\$ 106,000
State	Match	2026					\$ 234,000		\$ -
State	Match	2025					\$ 234,000		\$ 234,000
State Totals:			\$ 47,200	\$ 106,000	\$ -	\$ -	\$ 234,000	\$ -	\$ 387,200
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:			\$ 236,000	\$ 530,000	\$ -	\$ -	\$ 1,170,000	\$ -	\$ 1,936,000
Amended Programming Totals			\$ 236,000	\$ 530,000	\$ -	\$ -	\$ 1,170,000	\$ -	\$ 1,936,000
Total Estimated Project Cost									\$ 1,936,000
Total Cost in Year of Expenditure:									\$ 1,936,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 47,200	\$ 106,000	\$ -	\$ -	\$ 234,000	\$ -	\$ 387,200
Amended Phase Matching Percent:	20.00%	20.00%	N/A	N/A	20.00%	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 188,800	\$ 424,000	\$ -	\$ -	\$ 936,000	\$ -	\$ 1,548,800
State	\$ 47,200	\$ 106,000	\$ -	\$ -	\$ 234,000	\$ -	\$ 387,200
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 236,000	\$ 530,000	\$ -	\$ -	\$ 1,170,000	\$ -	\$ 1,936,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	80.00%	0.0%	80.00%
State	0.0%	20.0%	0.0%	0.0%	20.00%	0.0%	20.00%
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	9.75%	21.90%	0.0%	0.0%	48.3%	0.0%	80.00%
State	2.4%	5.5%	0.0%	0.0%	12.1%	0.0%	20.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	12.2%	27.38%	0.0%	0.0%	60.4%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 236,000						Aid ID
Federal Funds Obligated:	\$ 188,800						TBD
EA Number:	PLNEV205						FHWA or FTA
Initial Obligation Date:	2/21/2023						FHWA
EA End Date:	12/31/2033						FMIS or TRAMS
Known Expenditures:	\$ 4,628.00						FMIS
				Estimated Project Completion Date:		12/31/2031	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	3	Project Status	3	(PE) Preliminary Engineering (NEPA) activities initiated	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	May 2024	Last MTIP Amend Num	AM24-14-MAY1
Last Amendment Action	PHASE SLIP: Slip PE phase from 2024 to 2025 and Construction from 2024 to 2026						

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-205	0.0	25.0	25.0
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
		X					
Notes:							



Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1

Zoom to

This project (RTP # 11584) is in the **Info + Technology** investment group. It will start at **N/A** and end at **N/A**. It is owned by **ODOT** and is in **Region-wide (all three counties)**.

Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.

Project Time Frame: 2031-2045

Estimated Cost: \$46,000,000

This project **is not** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will** **reduce greenhouse gas emissions**.

This project **does not** have identified **safety benefits**.

This project **is not** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is not** located in a **current job center**.

This project **is not** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.

Fund Codes References

HIEV-IIJA	Federal funds awarded from the National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability
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)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	236,000.00	80.00%	188,800.00	20.00%	47,200.00	0.00%	0.00
	PL Totals		100.00%	236,000.00		188,800.00		47,200.00		0.00
PE	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	530,000.00	80.00%	424,000.00	20.00%	106,000.00	0.00%	0.00
	PE Totals		100.00%	530,000.00		424,000.00		106,000.00		0.00
CN	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	1,170,000.00	80.00%	936,000.00	20.00%	234,000.00	0.00%	0.00
	CN Totals		100.00%	1,170,000.00		936,000.00		234,000.00		0.00
Grand Totals				1,936,000.00		1,548,800.00		387,200.00		0.00



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

MTIP Admin Modification

ADVANCE PHASE

Advance the PE phase from FFY
2026 to FFY 2025

Project #3**Project Name:****I-405: I-5 to N Kerby Ave****Project Details Summary**

ODOT Key #	22957	RFFA ID:	N/A	RTP ID:	11584	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71380	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-03-DEC1		STIP Amendment ID:		24-27-2150	

Summary of Amendment Changes Occurring:

The admin mod advances the Preliminary Engineering phase from FFY 2026 to FFY 2025 allowing the phase to obligate the programmed funds before the end of FFY 2025.

Why Changes May Proceed Administratively:

Advancing or slipping projects within constrained years 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:

Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50 mile intervals along I-405 between I-5 and N Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

MTIP Detailed Description (Internal Metro use only):

Establish National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50 mile intervals along I-405 between I-5 and N Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

STIP Description:

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at intervals along I-405 between I-5 and North Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon

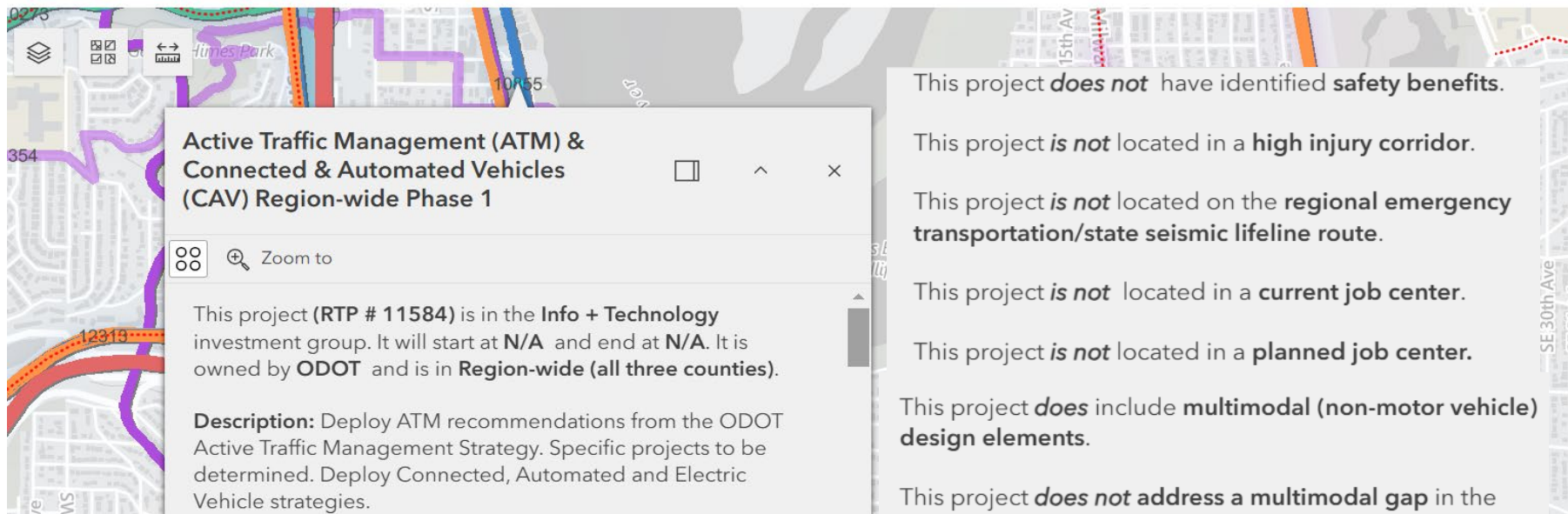
Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway	Highway - Motor Vehicle		Other				Capital Improvement		
ODOT Work Type:	ELECTRIC								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIEV-IIJA	Y130	2025	\$ 35,200						\$ 35,200
HIEV-IIJA	Y130	2026		\$ 212,000					\$ -
HIEV-IIJA	Y130	2025		\$ 212,000					\$ 212,000
HIEV-IIJA	Y310	2026					\$ 468,000		\$ 468,000
Federal Totals:			\$ 35,200	\$ 212,000	\$ -	\$ -	\$ 468,000	\$ -	\$ 715,200
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025	\$ 8,800						\$ 8,800
State	Match	2026		\$ 53,000					\$ -
State	Match	2025		\$ 53,000					\$ 53,000
State	Match	2026					\$ 117,000		\$ 117,000
State Totals:			\$ 8,800	\$ 53,000	\$ -	\$ -	\$ 117,000	\$ -	\$ 178,800
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:			\$ 44,000	\$ 265,000	\$ -	\$ -	\$ 585,000	\$ -	\$ 894,000
Amended Programming Totals			\$ 44,000	\$ 265,000	\$ -	\$ -	\$ 585,000	\$ -	\$ 894,000
Total Estimated Project Cost									\$ 894,000
Total Cost in Year of Expenditure:									\$ 894,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 8,800	\$ 53,000	\$ -	\$ -	\$ 117,000	\$ -	\$ 178,800
Amended Phase Matching Percent:	20.00%	20.00%	N/A	N/A	20.00%	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 35,200	\$ 212,000	\$ -	\$ -	\$ 468,000	\$ -	\$ 715,200
State	\$ 8,800	\$ 53,000	\$ -	\$ -	\$ 117,000	\$ -	\$ 178,800
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 44,000	\$ 265,000	\$ -	\$ -	\$ 585,000	\$ -	\$ 894,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	80.00%	0.0%	80.00%
State	0.0%	20.0%	0.0%	0.0%	20.00%	0.0%	20.00%
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	3.94%	23.71%	0.0%	0.0%	52.3%	0.0%	80.00%
State	1.0%	5.9%	0.0%	0.0%	13.1%	0.0%	20.00%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	4.9%	29.64%	0.0%	0.0%	65.4%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2031	
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	2	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Slip PL, PE and CON to 2025, 2026, 2026.						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	I-405	0.0		4.0		4.0	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
		X						
Notes:								



This project **does not** have identified **safety benefits**.

This project **is not** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is not** located in a **current job center**.

This project **is not** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.

Project Time Frame: 2031-2045

Estimated Cost: \$46,000,000

This project **is not** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will reduce greenhouse gas emissions**.

Fund Codes References

HIEV-IIJA	Federal funds awarded from the National Electric Vehicle Infrastructure Formula Program ("NEVI Formula") to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability
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)

Project Name: I-405: I-5 to N Kerby Ave

(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
PL	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	44,000.00	80.00%	35,200.00	20.00%	8,800.00	0.00%	0.00
	PL Totals		100.00%	44,000.00		35,200.00		8,800.00		0.00
PE	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	265,000.00	80.00%	212,000.00	20.00%	53,000.00	0.00%	0.00
	PE Totals		100.00%	265,000.00		212,000.00		53,000.00		0.00
CN	Y130	Highway Infrastructure Electric Vehicle IIJA	100.00%	585,000.00	80.00%	468,000.00	20.00%	117,000.00	0.00%	0.00
	CN Totals		100.00%	585,000.00		468,000.00		117,000.00		0.00
Grand Totals				894,000.00		715,200.00		178,800.00		0.00



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

MTIP Admin Modification
PHASE SLIP
 Slip PE phase from FFY 2024 to FFY
 2025

Project #4

Project Name:

82nd Ave Bus Rapid Transit Project Development: PDX - Sunnyside Ave

Project Details Summary

ODOT Key #	23580	RFFA ID:	N/A	RTP ID:	12029	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71429	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM25-03-DEC1		STIP Amendment ID:		24-27-2170	

Summary of Amendment Changes Occurring:

The admin mod slips the PE phase to FFY 2025. Although the flex transfer was initiated at the end of FFY 2024, it was considered too late for approval consideration. Therefore, the project needs to be slipped now to FFY 2025 for later TrAMS grant approval.

Why Changes May Proceed Administratively:

Advancing or slipping phases within constrained years may occur administratively.

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	YES

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital - Bus Rapid Transit	Capital Improvement
ODOT Work Type:	TR-CAP		

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		\$ 5,000,000					\$ -
HSIP	YS30	2025		\$ 5,000,000					\$ 5,000,000
Federal Totals:			\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
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		\$ 572,272					\$ -
Local	Match	2025		\$ 572,272					\$ 572,272
Other	OTH0	2024		\$ 17,741,001					\$ -
Other	OTH0	2025		\$ 17,741,001					\$ 17,741,001
Local Totals:			\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Amended Programming Totals			\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Total Estimated Project Cost									\$ 300,000,000
Total Cost in Year of Expenditure:									\$ 300,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project has programmed only project development activities in PE. Implementation phases will be programmed later and possibly under a different Key number.					
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:	\$ -	\$ 572,272	\$ -	\$ -	\$ -	\$ -	\$ 572,272
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 18,313,273	\$ -	\$ -	\$ -	\$ -	\$ 18,313,273
Total	\$ -	\$ 23,313,273	\$ -	\$ -	\$ -	\$ -	\$ 23,313,273
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	21.45%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	78.55%	0.0%	0.0%	0.0%	0.0%	78.55%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	21.45%	0.0%	0.0%	0.0%	0.0%	21.45%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.00%	78.55%	0.0%	0.0%	0.0%	0.0%	78.55%
Total	0.0%	100.00%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2027
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	2	Project Status	T23	Flex Transfer in progress	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	February 2024	Last MTIP Amend Num	FB24-05-FEB
Last Amendment Action	ADD NEW PROJECT: The formal amendment adds the new 82nd Ave Bus Rapid Transit (BRT) project for TriMet. The project development activities will complete design and NEPA actions in support TriMet's effort to obtain a FTA Small Starts grant.						

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
	82nd Ave		NE Lombard St/US30BY		Clackamas Town Center

Note: 82nd Ave is considered a local arterial after jurisdictional transfer to Portland.

Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor
	X	X		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
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.

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)

Key Number: **23580**

2024-2027 STIP

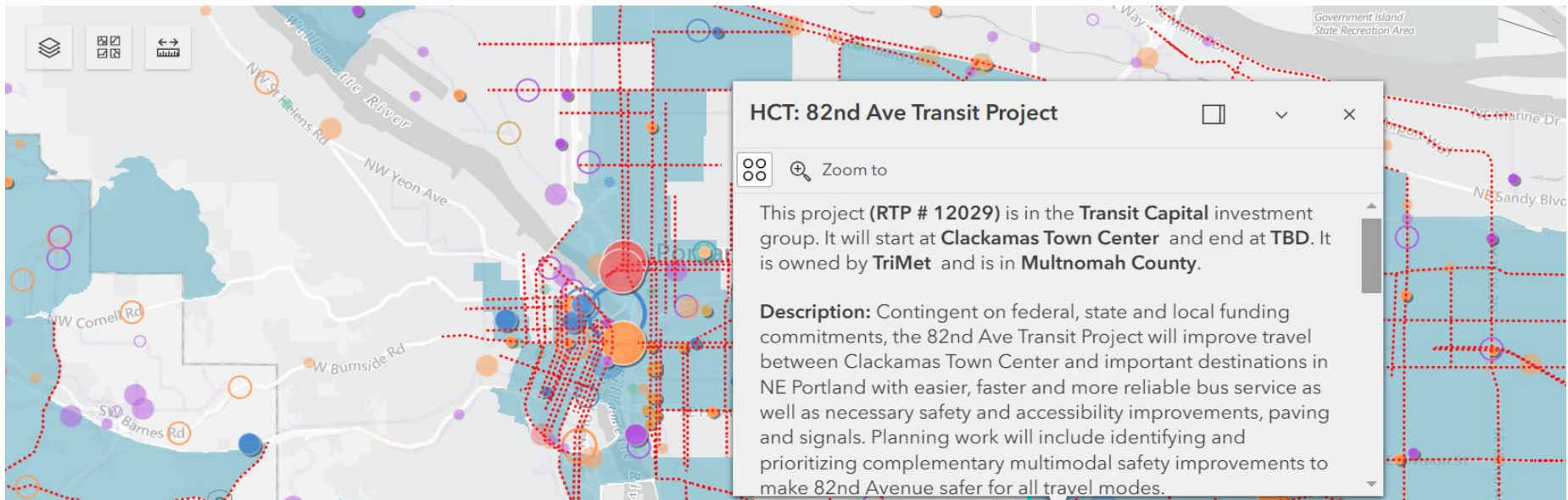
Project Name: **82nd Ave Bus Rapid Transit Project**

(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	OTH0	OTHER THAN STATE OR	76.10%	17,741,001.00	0.00%	0.00	0.00%	0.00	100.00%	17,741,001.00
	YS30	Highway Safety Imp Program IIJA	23.90%	5,572,272.00	89.73%	5,000,000.00	0.00%	0.00	10.27%	572,272.00
	PE Totals		100.00%	23,313,273.00		5,000,000.00		0.00		18,313,273.00
Grand Totals				23,313,273.00		5,000,000.00		0.00		18,313,273.00



2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



Project Time Frame: 2023-2030

Estimated Cost: \$300,000,000

This project **is** located in an **equity focus area**.

This project **is** an **equity priority project**.

This project **will** **reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.