



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 17, 2025

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 February Admin Mod #2, AM25-08-FEB2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 February #2 administrative modification for review and inclusion in the STIP. The February #2 Admin Mod is under amendment number AM25-02-FEB2 and contains four projects:

Key	Lead Agency	Name	Change
21598	ODOT	OR224: SE 17th Ave - SE Rusk Road	COST DECREASE: Reduce Cons and Other for lower bid results
21601	ODOT	Portland Metro & Surrounding Areas ITS & VMS Upgrades	COST DECREASE: Reduce construction phase amount due to lower bids
23612	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1	COST DECREASE: Convert Cons AC to State GARVEE and decrease Cons
23251	Portland Parks	North Portland Greenway: Columbia Blvd to Cathedral Park	CANCEL PHASE: Cancel Planning phase and shift funding to PE

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

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



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

MTIP Admin Modification
COST DECREASE
 Reduce Cons and Other for lower
 bid results

Project #1

Project Name:	OR224: SE 17th Ave - SE Rusk Road
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Project Details Summary							
ODOT Key #	21598	RFFA ID:	N/A	RTP ID:	12094	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71153	CDS ID:	N/A	Bridge #:	19531, 09668, 09554	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-08-FEB2		STIP Amendment ID:		24-27-2401	

Summary of Amendment Changes Occurring:
 The admin mod decreases the total project cost. Both Construction and Other phases are reduced. The decreased phase costs result from lower construction bids. The net change decrease the total project cost by 32% down to \$15,796,444. Obligation year and fund NHPP fund codes are updated. There is no scope change that results. An updated construction phase cost estimate has been included.

Why Changes May Proceed Administratively:
 The Metro Amendment Matrix cost decreases to occur administratively as long as no down-scoping actions are occurring as well.

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

Short Description:
 Resurface cracking/rutting pavement to extend the life of the roadway. Upgrade/install curb ramps. Construct full signal upgrade and intersection modifications at Monroe St. replacing outdated signal to increase safety for pedestrians and cyclists.

MTIP Detailed Description (Internal Metro use only):
 On OR 224/Milwaukie Expressway in Milwaukie from SE 17th Ave to SE E Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards. Construct full signal upgrade of OR224 at SE Monroe St. to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists. (Construction phase from Key 21606 added April 2024)

STIP Description:
 Resurface the pavement to repair cracking, rutting and wear to improve the surface and extend the life of the roadway. Improve or install curb ramps to current standards. Construct full signal upgrade of OR224 at SE Monroe St. to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance or Preservation
		Lane Modification or Reconfiguration	
	Highway - Pedestrian	Other	
ODOT Work Type:	OP-SSI, ADAP, BRIDGE, PRESRV, SAFETY		

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

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP	Z001	2022		-\$ 824,667					\$ -
NHPP	Z001	2021		\$ 824,667					\$ 824,667
NHPP	Z001	2022		-\$ 2,263,649					\$ -
NHPP	Z0E1	2021		\$ 2,263,649					\$ 2,263,649
NHPP	Z001	2023			-\$ 71,784				\$ -
NHPP	Z001	2023			\$ 58,324				\$ 58,324
NHPP	Z001	2023			-\$ 17,946				\$ -
NHPP	Y001	2023			\$ 31,405				\$ 31,405
NHPP	Z001	2024						-\$ 196,496	\$ -
NHPP	Z001	2024						-\$ 22,433	\$ -
NHPP	Z001	2024						-\$ 84,346	\$ -
NHPP	Z0E1	2024						\$ 219,929	\$ 219,929
NHPP	Z001	2024					-\$ 11,306,841		\$ -
NHPP	Y001	2025					\$ 7,504,257		\$ 7,504,257
AC-NHPP	ACPO	2024					-\$ 6,125,703		\$ -
Federal Totals:			\$ -	\$ 3,088,316	\$ 89,729	\$ -	\$ 7,504,257	\$ 219,929	\$ 10,902,231

- Notes:
1. PE original obligation year is 2021 and not 2022 as shown in MTIP. Change PE obligation year in Project Tracker to be 2021. Leave in Transtracker as currently programmed. Public MTIP will still display phase and funding as prior obligated.
 2. NHPP obligations were split between Z001 and Z0E1 as noted above and were not all under fund code Z001.
 3. MTIP Transtracker combined UR and Other previously. Other phase now matches with STIP Other phase. UR phase is zeroed programmed in STIP now.
 4. Construction slips to FFY 2025

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Z001)	Match	2022		\$ 94,387					\$ -
State (Z001)	Match	2021		\$ 94,387					\$ 94,387
State (Z001)	Match	2022		\$ 259,085					\$ -
State (Z0E1)	Match	2021		\$ 259,085					\$ 259,085
State (Z001)	Match	2023			\$ 8,216				\$ -
State (Z001)	Match	2023			\$ 6,676				\$ 6,676
State (Z001)	Match	2023			\$ 2,054				\$ -
State (Y001)	Match	2023			\$ 3,595				\$ 3,595
State (Z001)	Match	2024						\$ 22,604	\$ -
State (Z001)	Match	2024						\$ 2,568	\$ -
State (Z001)	Match	2024						\$ 9,654	\$ -
State (Z0E1)	Match	2024						\$ 25,172	\$ 25,172
State (Z001)	Match	2024					\$ 1,294,119		\$ -
State (Y001)	Match	2025					\$ 858,896		\$ 858,896
State (ACPO)	Match	2024					\$ 701,114		\$ -
State	S010	2025					\$ 3,645,402		\$ 3,645,402
State Totals:			\$ -	\$ 353,472	\$ 10,271	\$ -	\$ 4,504,298	\$ 25,172	\$ 4,893,213
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025					\$ 1,000		\$ 1,000
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 3,441,788	\$ 100,000	\$ -	\$ 19,427,777	\$ 338,101	\$ 23,307,666
Amended Programming Totals			\$ -	\$ 3,441,788	\$ 100,000	\$ -	\$ 12,009,555	\$ 245,101	\$ 15,796,444
Total Estimated Project Cost									\$ 15,796,444
Total Cost in Year of Expenditure:									\$ 15,796,444

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:	\$ -	\$ -	\$ -	\$ -	\$ (7,418,222)	\$ (93,000)	\$ (7,511,222)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-38.2%	-27.5%	-32.2%
Amended Phase Matching Funds:	\$ -	\$ 353,472	\$ 10,271	\$ -	\$ 858,896	\$ 25,172	\$ 1,247,811
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	\$ -	\$ 3,088,316	\$ 89,729	\$ -	\$ 7,504,257	\$ 219,929	\$ 10,902,231
State	\$ -	\$ 353,472	\$ 10,271	\$ -	\$ 4,504,298	\$ 25,172	\$ 4,893,213
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 3,441,788	\$ 100,000	\$ -	\$ 12,008,555	\$ 245,101	\$ 15,795,444

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	62.49%	89.73%	69.02%
State	0.0%	10.27%	10.27%	0.0%	37.51%	10.27%	30.98%
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	0.0%	19.55%	0.57%	0.0%	47.5%	1.4%	69.02%
State	0.0%	2.2%	0.07%	0.0%	28.5%	0.2%	30.98%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.79%	0.63%	0.0%	76.0%	1.6%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 3,441,788	\$ 100,000			\$ 245,101	Aid ID
Federal Funds Obligated:		\$ 3,088,316	\$ 89,729			\$ 219,929	S171(051)
EA Number:		PE003310	R9903000			C1031505	FHWA or FTA
Initial Obligation Date:		7/7/2021	8/8/2023			3/21/2024	FHWA
EA End Date:		12/31/2028	12/31/2030			12/31/2031	FMIS or TRAMS
Known Expenditures:		\$ 3,258,334	\$ 83,551			\$ 5,492	FMIS
Completion Date Notes:				Estimated Project Completion 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	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	April 2024	Last MTIP Amend Num	AM24-13-APR2
Last Amendment Action	COMBINE PHASE: Combine Construction phase from Key 2606 into Key 21598						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR224	-0.01	2.72	2.73	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Milwaukie Expressway		SE 17th Ave		SE Rusk Rd	

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

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
					X	X		
Notes: No Equity or High Speed corridor relationship noted.								

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NHPP	Advance Construction funding with the expected conversion code to be NHPP
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality in not impacted as a result of the change - A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from he MTIP .
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> - Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update. - Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects. - Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects. - Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)

Adding or Canceling Phases

Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.



Department of Transportation
 Transportation Region 1
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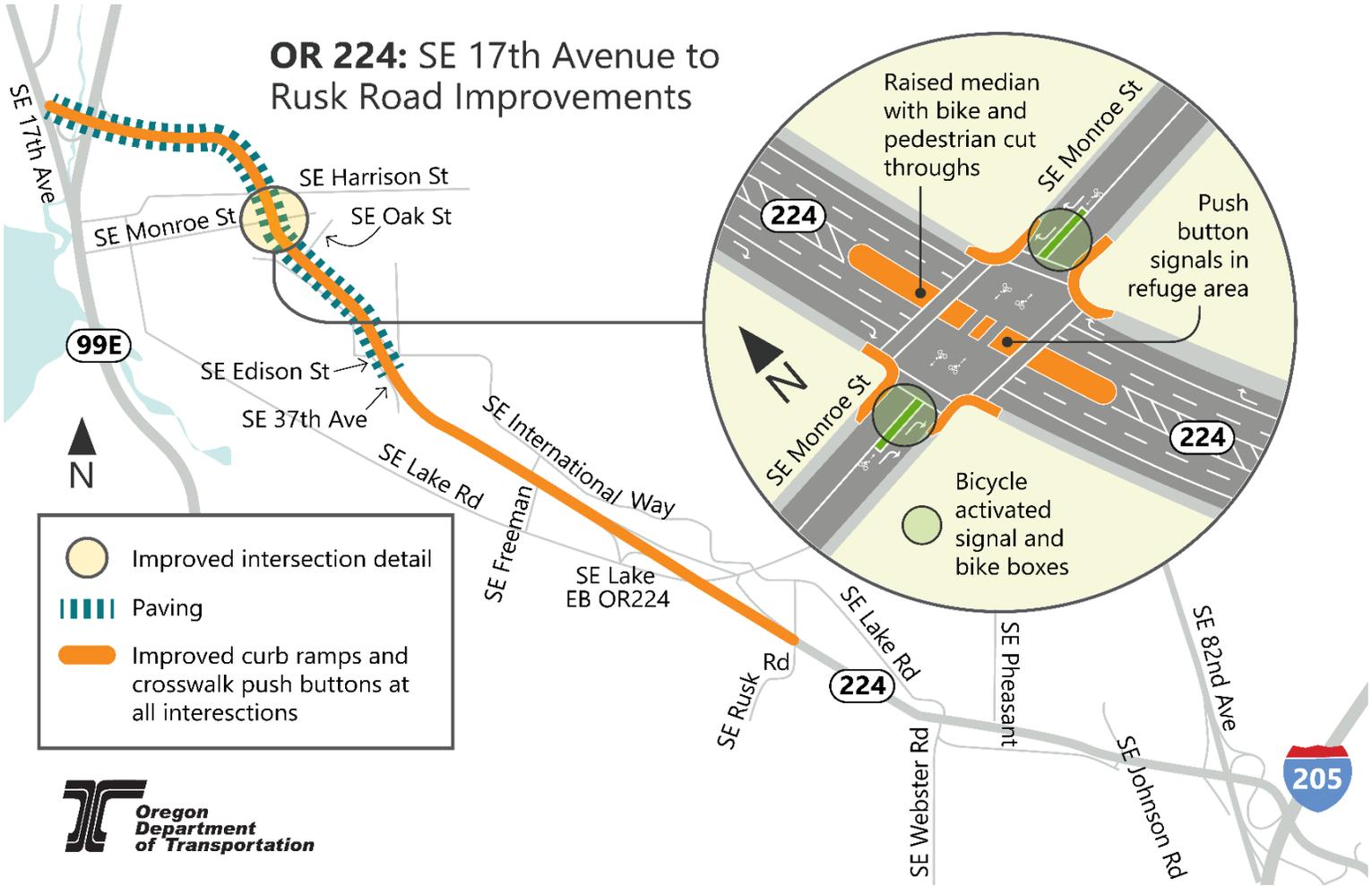
DATE: February 3, 2025
 TO: Kevin Cassidy
 Construction Contracts Unit
 FROM: Shelli Romero *SR*
 Metro Central Area Manager
 SUBJECT: OR 224: SE 17th Avenue – SE Rusk Road
 (Contract No. 15571, Key No. 21598)

I have reviewed the requested CE budget for the OR 224: SE 17th Avenue – SE Rusk Road project. The appropriate PD-08 work category is “Preservation”, and the guideline is "Not to Exceed 7.0%”. The requested CE budget is \$2,915,215.71, which is 32.06% of the Contractor's bid amount of \$8,433,784.03 plus 3.5% Contingency of \$295,182.44 plus Anticipated Items of \$365,373. The total Construction Authorization is \$12,009,555.18.

Project Name: OR224: SE 17th Ave - SE Rusk Road (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z001	NATIONAL HIGHWAY PERF FAST	26.70%	919,054.00	89.73%	824,667.15	10.27%	94,386.85	0.00%	0.00
	Z0E1	National Highway Perf Fast Ext	73.30%	2,522,734.00	89.73%	2,263,649.22	10.27%	259,084.78	0.00%	0.00
	PE Totals		100.00%	3,441,788.00		3,088,316.37		353,471.63		0.00
RW	Y001	National Highway Perf IJJA	35.00%	35,000.00	89.73%	31,405.50	10.27%	3,594.50	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	65.00%	65,000.00	89.73%	58,324.50	10.27%	6,675.50	0.00%	0.00
	RW Totals		100.00%	100,000.00		89,730.00		10,270.00		0.00
UR	Y001	National Highway Perf IJJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	0.01%	1,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,000.00
	S010	STATE	30.35%	3,645,402.94	0.00%	0.00	100.00%	3,645,402.94	0.00%	0.00
	Y001	National Highway Perf IJJA	69.64%	8,363,152.24	89.73%	7,504,256.50	10.27%	858,895.74	0.00%	0.00
	CN Totals		100.00%	12,009,555.18		7,504,256.50		4,504,298.68		1,000.00
OT	Z0E1	National Highway Perf Fast Ext	100.00%	245,101.00	89.73%	219,929.13	10.27%	25,171.87	0.00%	0.00
	OT Totals		100.00%	245,101.00		219,929.13		25,171.87		0.00
Grand Totals				15,796,444.18		10,902,232.00		4,893,212.18		1,000.00

OR 224: SE 17th Avenue to Rusk Road Improvements





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

MTIP Admin Modification
COST DECREASE
 Reduce construction phase
 amount due to lower bids

Project #2

Project Name:	Portland Metro & Surrounding Areas ITS & VMS Upgrades
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Project Details Summary							
ODOT Key #	21601	RFFA ID:	N/A	RTP ID:	11564	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71155	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:			AM25-08-FEB2	STIP Amendment ID:		24-27-2414	

Summary of Amendment Changes Occurring:
 The admin mod decreases the construction funding amount. Lower construction bids were received. The project is being updated based on the lower bids.

Why Changes May Proceed Administratively:
 Per the Metro MTIP Amendment Matrix, cost project cost decreases that due not involve down-scoping and result from lower than expected construction phase bids can occur administratively.

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

Short Description:
 Install & replace damaged and obsolete traffic monitoring cameras and Variable Message Signs (VMS) to improve operations, incident response, and provide real time travel information throughout the ODOT Region 1

MTIP Detailed Description (Internal Metro use only):
 Install & replace damaged and obsolete traffic monitoring cameras and Variable Message Signs (VMS) to improve operations, incident response, and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

STIP Description:
 Install & replace damaged and obsolete traffic monitoring cameras and Variable Message Signs (VMS) to improve operations, incident response, and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.

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:	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									
State STBG	Y240	2023		\$ 294,707					\$ 294,707
State STBG	Y240	2025					\$ 817,954		\$ -
State STBG	Y240	2025					\$ 453,626		\$ 453,626
Federal Totals:			\$ -	\$ 294,707	\$ -	\$ -	\$ 453,626	\$ -	\$ 748,333

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2023		\$ 33,731					\$ 33,731
State	Match	2025					\$ 93,618		\$ -
State	Match	2025					\$ 51,920		\$ 51,920
State Totals:			\$ -	\$ 33,731	\$ -	\$ -	\$ 51,920	\$ -	\$ 85,651

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:			\$ -	\$ 328,438	\$ -	\$ -	\$ 911,572	\$ -	\$ 1,240,010
Amended Programming Totals			\$ -	\$ 328,438	\$ -	\$ -	\$ 505,546	\$ -	\$ 833,984
Total Estimated Project Cost									\$ 833,984
Total Cost in Year of Expenditure:									\$ 833,984

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:	\$ -	\$ -	\$ -	\$ -	\$ (406,026)	\$ -	\$ (406,026)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-44.5%	0.0%	-44.5%
Amended Phase Matching Funds:	\$ -	\$ 33,731	\$ -	\$ -	\$ 51,920	\$ -	\$ 85,651
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 294,707	\$ -	\$ -	\$ 453,626	\$ -	\$ 748,333
State	\$ -	\$ 33,731	\$ -	\$ -	\$ 51,920	\$ -	\$ 85,651
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 328,438	\$ -	\$ -	\$ 505,546	\$ -	\$ 833,984

Phase Composition Percentages

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

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	35.34%	0.0%	0.0%	54.39%	0.0%	89.73%
State	0.0%	4.04%	0.0%	0.0%	6.23%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	39.38%	0.0%	0.0%	60.6%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 294,707					Aid ID
Federal Funds Obligated:		\$ 328,438					SA00(608)
EA Number:		PE003509					FHWA or FTA
Initial Obligation Date:		6/28/2023					FHWA
EA End Date:		12/31/2025					FMIS or TRAMS
Known Expenditures:		\$ 92,358					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	2022	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities)	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	November 2024	Last MTIP Amend Num	AM25-02-NOV1
Last Amendment Action	COMBINE PROJECT: Combine Key 21609 into Key 21601 for streamlined delivery						

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	N/A - Regional	N/A - Regional	N/A - Regional	N/A - Regional	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	N/A - Regional		N/A - Regional		N/A - Regional	

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
					X	X		
Notes: Regional application for now.								

Fund Codes References

State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

Key Number: **21601**

2024-2027 STIP

Project Name: **Portland Metro & Surrounding Areas ITS & VMS**

(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	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	328,437.00	89.73%	294,706.52	10.27%	33,730.48	0.00%	0.00
	PE Totals		100.00%	328,437.00		294,706.52		33,730.48		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	505,545.09	89.73%	453,625.61	10.27%	51,919.48	0.00%	0.00
	CN Totals		100.00%	505,545.09		453,625.61		51,919.48		0.00
Grand Totals						748,332.13		85,649.96		0.00



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

MTIP Admin Modification
COST DECREASE
 Convert Cons AC to State GARVEE
 and decrease Cons

Project #3

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1
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Project Details Summary							
ODOT Key #	23612	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71433	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-08-FEB2		STIP Amendment ID:		24-27-2405	

Summary of Amendment Changes Occurring:
 The admin mod converts the construction phase advance construction (AC) fund code with the actual conversion code of state GARVEE funds. The construction phase is reduced due to lower construction bids submitted. A small local other funding contribution is added to the project. The project net cost decreases from \$11,735,116 to \$8,150,677 or by \$3,584,439 which equals a cost decrease of 30.5%.

Why Changes May Proceed Administratively:
 The Metro Amendment Matrix authorizes cost decreases due to lower constructions bids to proceed administratively assuming no down-scoping change is occurring.

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

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

MTIP Detailed Description (Internal Metro use only):
 Across Region 1, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) possibly up to 350 statewide site locations

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

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025		\$ 50,000					\$ -
AC-GARVEE	ACP0	2025		\$ 44,865					\$ 44,865
AC-GARVEE	ACP0	2025					\$ 11,685,116		\$ -
Federal Totals:			\$ -	\$ 44,865	\$ -	\$ -	\$ -	\$ -	\$ 44,865

Note: The expected AC conversion code are GARVEE bonds. Programming now reflects a 10.27% match requirement. AC-GARVEE reflects the possibility another eligible federal fund code could be used in place of GARVEE for the PE conversion code.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (AC-GARVEE)	Match	2025		\$ 5,135					\$ 5,135
GARVEE	GAR1	2025					\$ 8,098,187		\$ 8,098,187
State Totals:			\$ -	\$ 5,135	\$ -	\$ -	\$ 8,098,187	\$ -	\$ 8,098,187

Note: GARVEE bonds under fund code GAR1 replace the "AC-GARVEE" as the conversion code. Actual GARVEE bonds are considered state funds.

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025					\$ 2,490		\$ 2,490
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 2,490	\$ -	\$ 2,490

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 50,000	\$ -	\$ -	\$ 11,685,116	\$ -	\$ 11,735,116
Amended Programming Totals	\$ -	\$ 50,000	\$ -	\$ -	\$ 8,100,677	\$ -	\$ 8,150,677

Total Estimated Project Cost: \$ 8,150,677
 Total Cost in Year of Expenditure: \$ 8,150,677

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:	\$ -	\$ -	\$ -	\$ -	\$ (3,584,439)	\$ -	\$ (3,584,439)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-30.7%	0.0%	-30.5%
Amended Phase Matching Funds:	\$ -	\$ 5,135	\$ -	\$ -	\$ -	\$ -	\$ 5,135
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	0.00%	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 44,865	\$ -	\$ -	\$ -	\$ -	\$ 44,865
State	\$ -	\$ 5,135	\$ -	\$ -	\$ 8,098,187	\$ -	\$ 8,103,322
Local	\$ -	\$ -	\$ -	\$ -	\$ 2,490	\$ -	\$ 2,490
Total	\$ -	\$ 50,000	\$ -	\$ -	\$ 8,100,677	\$ -	\$ 8,150,677

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.00%	0.0%	0.55%
State	0.0%	10.27%	0.0%	0.0%	99.97%	0.0%	99.42%
Local	0.0%	0.0%	0.0%	0.0%	0.03%	0.0%	0.03%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.55%	0.0%	0.0%	0.0%	0.0%	0.55%
State	0.0%	0.06%	0.0%	0.0%	99.4%	0.0%	99.42%
Local	0.00%	0.0%	0.0%	0.0%	0.03%	0.0%	0.03%
Total	0.0%	0.61%	0.0%	0.0%	99.4%	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:	12/31/2028
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	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-19-AUG1
Last Amendment Action	PHASE SLIP: Slip UR and Cons to FFY 2025						

Are There Changes in Performance Measures or Geo Spatial Data

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

Note: Up to 350 final site locates will be selected for ADA curb and ramp construction upgrades.

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

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-GARVEE	Advance Construction funding identifying GARVEE bonds as the expected conversion code for the AC funds
Other	General local funds committed to the project above and beyond the required minimum match requirement in support of a project phase. Also referred to as "overmatch" to the project.
State	General state funds committed by the lead agency to provide the required minimum match supporting the federal funds.

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

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	GAR1	GARVEE Bonds	99.97%	8,098,186.81	0.00%	0.00	100.00%	8,098,186.81	0.00%	0.00
	OTH0	OTHER THAN STATE OR	0.03%	2,490.00	0.00%	0.00	0.00%	0.00	100.00%	2,490.00
	CN Totals		100.00%	8,100,676.81		0.00		8,098,186.81		2,490.00
Grand Totals				8,150,676.81		44,865.00		8,103,321.81		2,490.00

Summary of Bids Received and Construction Authorization

Contract: 15574 **Date Bids Opened:** January 16, 2025 **Call Number:** 001
Key No.: 23612 **Description:** PORTLAND METRO AREA 2024-2027 ADA CURB RAMPS, PHASE 1
Fed Project ID: SA00(785) **County:** CLACKAMAS **Highway:** VARIOUS HIGHWAYS (Various)

	<u>Name and Location of Bidder</u>	<u>Amount of Bid:</u>
1	BROWN CONTRACTING INC	\$5,995,823.00
2	CARTER & COMPANY INC	\$6,006,170.00
3	D & D CONCRETE & UTILITIES INC	\$6,157,010.00
4	MOORE EXCAVATION INC	\$6,883,919.00
5	EMERY & SONS CONSTRUCTION GROUP LLC	\$7,070,532.00
6	WILDISH STANDARD PAVING CO	\$7,579,790.00
7	MJ HUGHES CONSTRUCTION INC	\$8,713,772.00

Contract Amount: \$5,995,823.00

Additional Anticipated Items:

FUEL ESCALATION	\$50,000.00
PUBLIC OUTREACH	\$20,000.00
PBOT INSPECTION	\$25,000.00

Subtotal: \$95,000.00

Contingencies: 3.50% \$209,853.81

Engineering: 28.57% \$1,800,000.00

Net Construction Authorization: **\$8,100,676.81**



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

MTIP Admin Modification
CANCEL PHASE
 Cancel Planning phase and shift
 funding to PE

Project #4

Project Name:	North Portland Greenway: Columbia Blvd to Cathedral Park
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Project Details Summary							
ODOT Key #	23251	RFFA ID:	50455	RTP ID:	11641	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71282	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-08-FEB2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod cancels the Planning phase and transfers the funding to per. LAL review determined a Planning phase will not be required. Project can proceed directly into PE. Although Portland is certified, Portland Parks will act as lead agency. The project will be delivered under ODLAP rules.

Why Changes May Proceed Administratively:

Adding or canceling a phase (except for construction) where no scope change is occurring can occur administratively

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

Short Description:

Provides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting, greenway, wayfinding, and placemaking elements for added safety

MTIP Detailed Description (Internal Metro use only):

Address gaps in the North Portland Greenway by constructing new bike/ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, and paved multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security for people. Bridge and multiuse trail approaches will contain pedestrian-scale lighting and regulatory signage for wayfinding; both will be separated from cars.

STIP Description:

Provides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting, greenway, way-finding, and place-making elements for added safety.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Active Transportation/ ODOT Work Type:	Active Trans - Trail Multi-use Path		New Trail/Path				Capital Improvement		
	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
Federal Funds									
TA-U	Y301	2025	\$ 131,786						\$ -
TA-U	Y301	2027		\$ 590,291					\$ -
TA-U	Y301	2026		\$ 722,077					\$ 722,077
TA-U	Y301	2029			\$ 219,643				\$ 219,643
TAP-U	Y301	2029				\$ 514,378			\$ 514,378
TAP-U	Y301	2029					\$ 1,289,443		\$ 1,289,443
STBG-U	Y230	2029					\$ 2,115,106		\$ 2,115,106
									\$ -
Federal Totals:			\$ -	\$ 722,077	\$ 219,643	\$ 514,378	\$ 3,404,549	\$ -	\$ 4,860,647
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	15,083						\$ -
Other	OTH0	2025	143,062						\$ -
Local	Match	2027		67,561					\$ -
Local	Match	2026		\$ 82,645					\$ 82,645
Other	OTH0	2027		130,911					\$ -
Other	OTH0	2026		\$ 273,973					\$ 273,973
Local	Match	2029			\$ 25,139				\$ 25,139
Other	Other	2029			\$ 244,782				\$ 244,782
Local	Match	2029				\$ 58,873			\$ 58,873
Other	Other	2029				\$ 573,251			\$ 573,251
Local (Y301)	Match	2029					\$ 147,583		\$ 147,583
Local(Y230)	Match	2029					\$ 242,083		\$ 242,083
Other	OYH0	2029					\$ 1,437,025		\$ 1,437,025
Local Totals:			\$ -	\$ 356,618	\$ 269,921	\$ 632,124	\$ 1,826,691	\$ -	\$ 3,085,354
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			289,931	788,763	\$ 489,564	\$ 1,146,502	\$ 5,231,240	\$ -	7,946,001
Amended Programming Totals			\$ -	\$ 1,078,695	\$ 489,564	\$ 1,146,502	\$ 5,231,240	\$ -	\$ 7,946,001
Total Estimated Project Cost									\$ 7,946,001
Total Cost in Year of Expenditure:									\$ 7,946,001
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:		\$ (289,931)	\$ 289,931	\$ -	\$ -	\$ -	\$ -	\$ -	
Phase Change Percent:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Amended Phase Matching Funds:		\$ -	\$ 82,645	\$ 25,139	\$ 58,873	\$ 389,666	\$ -	\$ 556,323	
Amended Phase Matching Percent:		N/A	10.27%	10.27%	10.27%	10.27%	N/A	10.27%	

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 722,077	\$ 219,643	\$ 514,378	\$ 3,404,549	\$ -	\$ 4,860,647
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 356,618	\$ 269,921	\$ 632,124	\$ 1,826,691	\$ -	\$ 3,085,354
Total	\$ -	\$ 1,078,695	\$ 489,564	\$ 1,146,502	\$ 5,231,240	\$ -	\$ 7,946,001
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	66.9%	44.9%	44.9%	65.08%	0.0%	61.17%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	33.1%	55.1%	55.1%	34.9%	0.0%	38.83%
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	0.0%	9.09%	2.8%	6.5%	42.8%	0.0%	61.17%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	4.5%	3.4%	8.0%	23.0%	0.0%	38.8%
Total	0.0%	13.58%	6.2%	14.4%	65.8%	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:	The completion date is dependent upon the completion first of Key 18832.						
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References								
On State Highway	Yes/No	Route	MP Begin	MP End	Length			
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable			
Cross Streets	Route or Arterial		Cross Street		Cross Street			
	N Portland Greenway Trail		Columbia Blvd		Cathedral Park			
Are the project limits, general location, cross street locations, or site locations changing enough to require geospatial updates? No.								
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
		X		X	X	X		
Notes:								

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	General local funds committed to the project above and beyond the required minimum match requirement in support of a project phase. Also referred to as "overmatch" to the project.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

MTIP Amendment Matrix
Administrative Modification Guidance and Thresholds for Change

Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality is not impacted as a result of the change - A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from the MTIP .
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.

ODOT Key: 23251 | MTIP ID: 71282

North Portland Greenway: Columbia Blvd to Cathedral Park - Cycle 2024-29

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total
Planning	2025		\$131,786	\$15,083	\$143,062	\$289,931
	2025	TA - URBAN	\$131,786	\$15,083	\$143,062	\$289,931
Preliminary engineering	2027		\$590,291	\$67,561	\$130,911	\$788,763
	2027	TA - URBAN	\$590,291	\$67,561	\$130,911	\$788,763
Purchase right of way	2029		\$219,643	\$25,139	\$244,782	\$489,564
	2029	TA - URBAN	\$219,643	\$25,139	\$244,782	\$489,564
Other (explain)	2029		\$514,378	\$58,873	\$573,251	\$1,146,502
	2029	TA - URBAN	\$514,378	\$58,873	\$573,251	\$1,146,502
Construction	2029		\$3,404,549	\$389,666	\$1,437,025	\$5,231,240
	2029	STBG-URBAN	\$2,115,106	\$242,083		\$2,357,189
	2029	TA - URBAN	\$1,289,443	\$147,583	\$1,437,025	\$2,874,051
Totals >>			\$4,860,647	\$556,322	\$2,529,031	\$7,946,000

Name: **North Portland Greenway: Columbia Blvd to Cathedral Park**

Key: **23251**

Description **Provides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting, greenway, way-finding, and place-making elements for added safety.**

Region: **1**

MPO: **Portland Metro MPO**

Work Type: **BIKPED**

Applicant: **CITY OF PORTLAND**

Status: **PROJECT FUNDED THROUGH FINAL PLANS**

Location(s)-

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

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025	2027					
Total	\$289,931.00	\$788,763.00					\$1,078,694.00
Fund 1	Y301 \$260,155.09	Y301 \$707,757.04					
Match	\$29,775.91	\$81,005.96					

Footnote:



North Portland Greenway Segment 2 [Close] [Dropdown]

Zoom to

This project (RTP # 11641) is in the **Walking + Biking** investment group. It will start at **N. Columbia Blvd** and end at **Cathedral Park**. It is owned by **Portland** and is in **Multnomah County**.

Description: Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.

Project Time Frame: 2023-2030

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