



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 20, 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 #3, AM25-09-FEB3

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 February #3 administrative modification for review and inclusion in the STIP. The February #3 Admin Mod is under amendment number AM25-03-FEB3 and contains one project:

| Key | Lead Agency | Name | Change |
|-------|------------------|--|---|
| 22128 | Wahington County | Aloha Access Improvements: SW 174th Ave–SW 187th Ave | <u>PHASE FUND SWAP:</u> De-obligate remaining unexpended TA-U funds on the Planning phase and move to PE. and swap CDS from Cons to PE. Move CDS to PE and swap with STBG for Cons. No change in total project cost or scope. |

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 #3 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
PHASE FUND SWAP
 Deobligate PL and move to PE and swap CDS from Cons to PE

Project #1

| | |
|----------------------|---|
| Project Name: | Aloha Access Improvements: SW 174th Ave–SW 187th Ave |
|----------------------|---|

| Project Details Summary | | | | | | | |
|-------------------------|-------|--------------|-------|--------------------|-------|----------------------------|------------|
| ODOT Key # | 22128 | RFFA ID: | 50381 | RTP ID: | 10608 | 2023 RTP Approval Date: | 11/30/2023 |
| MTIP ID: | 71095 | CDS ID: | OR204 | Bridge #: | N/A | FTA Flex & Conversion Code | No |
| MTIP Amendment ID: | | AM25-09-FEB3 | | STIP Amendment ID: | | 24-27-2285 | |

Summary of Amendment Changes Occurring:

The admin mod de-obligates unexpended TA funds in Planning and shifts them to PE and ROW. The CDS earmark is shifted from Construction to PE. Overall scope and total project cost remains unchanged along with the project scope

Why Changes May Proceed Administratively:

Fund swaps among phases in the same project that remain in constrained years can occur administratively.

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

Short Description:

Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

In Washington County at multiple site locations under scope refinement, design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety. (2022-24 RFFA Award).(HIP allocation of \$325,947 in FFY 2023 converted then to TA) (CDS 2023 # OR203)

STIP Description:

Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

| Project Classification Details | | | |
|--|---------------------------|---------------------|------------------------|
| Project Type | Category | Features | System Investment Type |
| Active Transportation/ Complete Streets | Active Trans - Pedestrian | Crossing Treatments | Capital Improvement |
| ODOT Work Type: | 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 | 2023 | \$ 684,867 | | | | | | \$ - |
| TA-U | Y301 | 2023 | \$ 8,973 | | | | | | \$ 8,973 |
| STBG-U | Y230 | 2025 | | \$ 1,512,848 | | | | | \$ - |
| STBG-U | Y230 | 2025 | | \$ 550,848 | | | | | \$ 550,848 |
| TA-U | Y301 | 2025 | | \$ 448,650 | | | | | \$ 448,650 |
| HIPCDS23 | Y926 | 2025 | | \$ 962,000 | | | | | \$ 962,000 |
| STBG-U | Y230 | 2025 | | | \$ 323,028 | | | | \$ 323,028 |
| TAP-U | Y301 | 2025 | | | \$ 227,244 | | | | \$ 227,244 |
| STBG-U | Y230 | 2025 | | | | \$ 44,865 | | | \$ 44,865 |
| STBG-U | Y230 | 2026 | | | | | \$ 1,587,898 | | \$ - |
| STBG-U | Y230 | 2026 | | | | | \$ 2,549,898 | | \$ 2,549,898 |
| HIPCDS23 | Y926 | 2026 | | | | | \$ 962,000 | | \$ - |
| Federal Totals: | | | \$ 8,973 | \$ 1,961,498 | \$ 550,272 | \$ 44,865 | \$ 2,549,898 | \$ - | \$ 5,115,506 |

Note: HIPCDS23 = 2023 Congressionally Directed Spending (CDS) award. The earmark is tied to the Highway Improvement Program (HIP) per CDS guidance.

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 (Y301) | Match | 2023 | \$ 78,386 | | | | | | \$ - |
| Local (Y301) | Match | 2023 | \$ 1,027 | | | | | | \$ 1,027 |
| Local (Y230) | Match | 2025 | | \$ 173,152 | | | | | \$ - |
| Local (Y230) | Match | 2025 | | \$ 63,047 | | | | | \$ 63,047 |
| Local (Y301) | Match | 2025 | | \$ 51,350 | | | | | \$ 51,350 |
| Local (Y926) | Match | 2025 | | \$ 110,105 | | | | | \$ 110,105 |
| Local (Y230) | Match | 2025 | | | \$ 36,972 | | | | \$ 36,972 |
| Local (Y301) | Match | 2025 | | | \$ 26,009 | | | | \$ 26,009 |
| Local (Y230) | Match | 2025 | | | | \$ 5,135 | | | \$ 5,135 |
| Local (Y230) | Match | 2026 | | | | | \$ 181,742 | | \$ - |
| Local (Y230) | Match | 2026 | | | | | \$ 291,847 | | \$ 291,847 |
| Local (Y926) | Match | 2026 | | | | | \$ 110,105 | | \$ - |
| Other | OTH0 | 2026 | | | | | \$ 450,740 | | \$ 450,740 |
| Local Totals: | | | \$ 1,027 | \$ 224,502 | \$ 62,981 | \$ 5,135 | \$ 742,587 | \$ - | \$ 1,036,232 |
| Phase Totals | | | Planning | PE | ROW | UR | Cons | Other | Total |
| Existing Programming Totals: | | | \$ 763,253 | \$ 1,686,000 | \$ 360,000 | \$ 50,000 | \$ 3,292,485 | \$ - | \$ 6,151,739 |
| Amended Programming Totals | | | \$ 10,000 | \$ 2,186,000 | \$ 613,253 | \$ 50,000 | \$ 3,292,485 | \$ - | \$ 6,151,738 |
| Total Estimated Project Cost | | | | | | | | | \$ 6,151,738 |
| Total Cost in Year of Expenditure: | | | | | | | | | \$ 6,151,738 |
| 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: | | \$ (753,253) | \$ 500,000 | \$ 253,253 | \$ - | \$ - | \$ - | \$ (0) | |
| Phase Change Percent: | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Amended Phase Matching Funds: | | \$ 78,386 | \$ 173,152 | \$ 36,972 | \$ 5,135 | \$ 291,847 | \$ - | \$ 585,493 | |
| Amended Phase Matching Percent: | | 783.86% | 7.92% | 6.03% | 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 | \$ 8,973 | \$ 1,961,498 | \$ 550,272 | \$ 44,865 | \$ 2,549,898 | \$ - | \$ 5,115,506 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ 1,027 | \$ 224,502 | \$ 62,981 | \$ 5,135 | \$ 742,587 | \$ - | \$ 1,036,232 |
| Total | \$ 10,000 | \$ 2,186,000 | \$ 613,253 | \$ 50,000 | \$ 3,292,485 | \$ - | \$ 6,151,738 |

| Phase Composition Percentages | | | | | | | |
|-------------------------------|----------|--------|--------|--------|--------|-------|---------|
| Fund Type | Planning | PE | ROW | UR | Cons | Other | Total |
| Federal | 89.7% | 89.73% | 89.73% | 89.73% | 77.45% | 0.0% | 83.16% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 10.27% | 10.27% | 10.27% | 10.27% | 22.6% | 0.0% | 16.84% |
| Total | 100.0% | 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 | 0.15% | 31.89% | 8.9% | 0.7% | 41.5% | 0.0% | 83.16% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.00% |
| Local | 0.02% | 3.6% | 1.0% | 0.1% | 12.1% | 0.0% | 16.8% |
| Total | 0.16% | 35.53% | 10.0% | 0.8% | 53.5% | 0.0% | 100.00% |

| Project Phase Obligation History | | | | | | | |
|----------------------------------|-----------|----|-----|----|------|-------|---------------|
| Item | Planning | PE | ROW | UR | Cons | Other | Federal |
| Total Funds Obligated | \$ 10,000 | | | | | | Aid ID |
| Federal Funds Obligated: | \$ 8,973 | | | | | | C067(125) |
| EA Number: | C2345201 | | | | | | FHWA or FTA |
| Initial Obligation Date: | 6/28/2023 | | | | | | FHWA |
| EA End Date: | 6/30/2027 | | | | | | FMIS or TRAMS |
| Known Expenditures: | \$ 7,398 | | | | | | FMIS |

| | | | | | | | |
|--|--|----|--|---------------------------------------|--|------------|--|
| Estimated Project Completion Date: | | | | | | 12/31/2029 | |
| Completion Date Notes: | | | | | | | |
| Are federal funds being flex transferred to FTA? | | No | | If yes, expected FTA conversion code: | | N/A | |

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification | | | | | | | |
|---|---|----------------|----------------|------------------------|------------|--|--------------|
| 1st Year Programmed | 2022 | Years Active | 4 | Project Status | 3 | (PE) Preliminary Engineering (NEPA) activities initiated | |
| Total Prior Amendments | 5 | Last Amendment | Administrative | Date of Last Amendment | March 2024 | Last MTIP Amend Num | AM24-11-MAR3 |
| Last Amendment Action | FUND SWAP: Add FFY 2023 CDS award to construction phase in place of local Other 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 - kind of | 6.05 - about | 6.75 -ish | 0.70 |
| Cross Streets | Route or Arterial | | Cross Street | | Cross Street |
| | Aloha Hwy/OR8 north to SW Johnson Street | | 174th Ave west to | | 187th Ave |

See included project location sites.

| 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: RTP check against 12049 using ID 10608 in the 2023 RTP | | | | | | | | |

| Fund Codes References | |
|-----------------------|--|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| 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. |

| | |
|---------|--|
| HIPDS23 | Congressionally Directed Spending awards of 2023 (earmarks). The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriated a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2023. The project awards required congressional approval. Eligible and use is tied to the HIP funding program. |
| 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 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 . |

Project Name:

Aloha Access Improvements: SW 174th Ave - SW

(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 |
| PL | Y301 | TAP-Urban over 200,000 population IJA | 100.00% | 10,000.00 | 89.73% | 8,973.00 | 0.00% | 0.00 | 10.27% | 1,027.00 |
| | PL Totals | | 100.00% | 10,000.00 | | 8,973.00 | | 0.00 | | 1,027.00 |
| PE | Y230 | STBG Urban - populations greater than 200,000 IJA | 28.08% | 613,894.80 | 89.73% | 550,847.80 | 0.00% | 0.00 | 10.27% | 63,047.00 |
| | Y301 | TAP-Urban over 200,000 population IJA | 22.88% | 500,000.00 | 89.73% | 448,650.00 | 0.00% | 0.00 | 10.27% | 51,350.00 |
| | Y926 | HIP - community project congressionally directed | 49.04% | 1,072,105.20 | 89.73% | 962,000.00 | 0.00% | 0.00 | 10.27% | 110,105.20 |
| | PE Totals | | 100.00% | 2,186,000.00 | | 1,961,497.80 | | 0.00 | | 224,502.20 |
| RW | Y230 | STBG Urban - populations greater than 200,000 IJA | 58.70% | 360,000.00 | 89.73% | 323,028.00 | 0.00% | 0.00 | 10.27% | 36,972.00 |
| | Y301 | TAP-Urban over 200,000 population IJA | 41.30% | 253,253.00 | 89.73% | 227,243.92 | 0.00% | 0.00 | 10.27% | 26,009.08 |
| | RW Totals | | 100.00% | 613,253.00 | | 550,271.92 | | 0.00 | | 62,981.08 |
| UR | Y230 | STBG Urban - populations greater than 200,000 IJA | 100.00% | 50,000.00 | 89.73% | 44,865.00 | 0.00% | 0.00 | 10.27% | 5,135.00 |
| | UR Totals | | 100.00% | 50,000.00 | | 44,865.00 | | 0.00 | | 5,135.00 |
| CN | OTH0 | OTHER THAN STATE OR | 13.69% | 450,739.80 | 0.00% | 0.00 | 0.00% | 0.00 | 100.00% | 450,739.80 |
| | Y230 | STBG Urban - populations greater than 200,000 IJA | 86.31% | 2,841,745.20 | 89.73% | 2,549,897.97 | 0.00% | 0.00 | 10.27% | 291,847.23 |
| | Y926 | HIP - community project congressionally directed | 0.00% | 0.00 | 89.73% | 0.00 | 0.00% | 0.00 | 10.27% | 0.00 |
| | CN Totals | | 100.00% | 3,292,485.00 | | 2,549,897.97 | | 0.00 | | 742,587.03 |
| Grand Totals | | | | 6,151,738.00 | | 5,115,505.69 | | 0.00 | | 1,036,232.31 |

| 1. Expended To Date | 2. Phase | 3. Current FFY* | 4. Proposed FFY | 5. Current Phase Total Estimate | 6. Budget Adjustment (+/-) | 7. Proposed Phase Total Estimate |
|---------------------|--|-----------------|-----------------|---------------------------------|----------------------------|----------------------------------|
| | Preliminary Engineering (PE) | 2025 | | \$1,686,000.00 | \$500,000.00 | \$2,186,000.00 |
| | Right-of-Way (RW) | 2025 | | \$360,000.00 | \$253,253.00 | \$613,253.00 |
| | Construction (CN) | 2026 | | \$3,292,485.00 | | \$3,292,485.00 |
| | Utility Relocatio <input type="text"/> | 2026 | | \$50,000.00 | | \$50,000.00 |
| | Planning (PL) <input type="text"/> | 2023 | | \$763,253.00 | (\$753,253.00) | \$10,000.00 |

*Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.