

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 5, 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 March Admin Mod #1, AM25-12-MAR1

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 March #1 administrative modification for review and inclusion in the STIP. The March #1 Admin Mod is under amendment number AM25-12-MAR1 and contains five projects:

Key	Lead Agency	Name	Change
23215	Metro	Regional Travel Options (RTO) Program (FFY 2025-27)	<u>SPLIT FUNDS:</u> Split \$3,012,317 of STBG-U (plus match) this Regional Travel Options (RTO) project grouping bucket (PGB) and transfer to new combined Key 23748 (also included in this admin mod bundle)
23218	Metro	Safe Routes to School Program (FFY 2025-27)	<u>SPLIT FUNDS:</u> Split \$579,637 of STBG and transfer to Key 23749.
23749	Metro	Regional Travel Options (RTO) Program (FFY 2025)	<u>ADD NEW COMBINED PROJECT:</u> Combine funds from Keys 23215 and 23218 in new RTO/SR2S FFY 2025 approved project allocation
22504	ODOT	I-84: Corbett Interchange - Multnomah Falls Phase 2	<u>Project Grouping Bucket Site Location Changes:</u> Cancel ROW phase and adjust the number of approved site locations. Shift ROW funds to PE.
23638	ODOT	I-205 Sunnybrook Red Blvd - Stafford Rd Bus on Shoulder	<u>NAME CORRECTION:</u> Update project name and description to reflect arterial name correctly. Revise project match ratios from 10.27% to be 7.78%.

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 March #1 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
SPLIT FUNDS
Split \$3,012,317 of STBG and
transfer to Key 23749

Project #1**Project Name:****Regional Travel Options (RTO) Program (FFY 2025-27)****Project Details Summary**

ODOT Key #	23215	RFFA ID:	50427	RTP ID:	11054	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71297	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM25-12-MAR1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

Key 23215 is a dedicated RTO project grouping bucket. The admin mod splits \$3,012,317 of federal STBG-U (plus match) and combines them into new Key 23749 (combined RTO and SS4A) project in FFY 2025. Funds remain in constrained years. Direct authorization by the Metro Finance Director.

Why Changes May Proceed Administratively:

Split/combining actions can occur administratively assuming no scope or actual cost change is occurring.

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

Short Description:

The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. (FY 2025-27 UPWP allocation years)

MTIP Detailed Description (Internal Metro use only):

The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours. (UPWP RFFA Step 1 STBG allocation)

STIP Description:

The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Travel Demand Management		Other
ODOT Work Type:	OP-TDM		
RTO is considered a specialized component to TDM			

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	2027						\$ 9,310,772	\$ -
STBG-U	Y230	2027						\$ 6,298,455	\$ 6,298,455
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,298,455	\$ 6,298,455
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	2027						\$ 1,065,660	\$ -
Local	Match	2027						\$ 720,886	\$ 720,886
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 720,886	\$ 720,886
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,376,432	\$ 10,376,432
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,019,341	\$ 7,019,341
Total Estimated Project Cost									\$ 7,019,341
Total Cost in Year of Expenditure:									\$ 7,019,341

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,357,091)	\$ (3,357,091)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-32.4%	-32.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 720,886	\$ 720,886
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,298,455	\$ 6,298,455
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 720,886	\$ 720,886
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,019,341	\$ 7,019,341
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.00%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.3%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5307	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024 (into 2027)	Years Active	1	Project Status	N/A - PGB	1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
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	Notes
	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
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

2024-2027 Active STIP			CLACKAMAS		2024-2027 Active STIP		
Name: Regional Travel Options (RTO) program (FFY 2025-27)					Key: 23215		
Description		The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Region: 1
MPO: Portland Metro MPO		Work Type: OP-TDM					
Applicant: METRO		Status: NON-CONSTRUCTION PROJECT					
Location(s)-							
Mileposts	Length	Route	Highway		ACT		County(s)
					REGION 1 ACT		CLACKAMAS
					REGION 1 ACT		MULTNOMAH
					REGION 1 ACT		WASHINGTON
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$10,376,432.00	\$10,376,432.00
Fund 1						Y230 \$9,310,772.43	
Match						\$1,065,659.57	
Footnote:	FY 2025-27 UPWP allocation years						



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

MTIP Admin Modification
SPLIT FUNDS
 Split \$579,637 of STBG and
 transfer to Key 23749

Project #2

Project Name:	Safe Routes to School Program (FFY 2025-27)						
Project Details Summary							
ODOT Key #	23218	RFFA ID:	50428	RTP ID:	12021	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71298	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM25-12-MAR1		STIP Amendment ID:		TBD	
Summary of Amendment Changes Occurring: Key 23218 is a dedicated Metro Safe Routes to Schools (SR2S) project grouping bucket. The admin mod splits \$579,637 of federal STBG-U (plus match) and combines the funds into new Key 23749 (combined RTO and SS4A) project in FFY 2025. Funds remain in constrained years. Split direction authorized by the Metro Director of Finance.							
Why Changes May Proceed Administratively: Split/combining actions can occur administratively assuming no scope or actual cost change is occurring.							
Lead Agency:	Metro	Applicant:	Metro		Administrator:	FTA	
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No		Direct Recipient Delivery:	No	

Short Description:

Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2025-27 allocation years)

MTIP Detailed Description (Internal Metro use only):

To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2025-27 allocation years)

STIP Description:

Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Travel Demand Management		Other
ODOT Work Type:	OP-TDM		
The SR2S program is considered a specialized component to TDM			

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	2027						\$ 1,791,600	\$ -
STBG-U	Y230	2027						\$ 1,211,963	\$ 1,211,963
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,211,963	\$ 1,211,963
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	2027						\$ 205,057	\$ -
Local	Match	2027						\$ 138,715	\$ 138,715
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138,715	\$ 138,715
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,996,657	\$ 1,996,657
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,678	\$ 1,350,678
Total Estimated Project Cost									\$ 1,350,678
Total Cost in Year of Expenditure:									\$ 1,350,678

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (645,979)	\$ (645,979)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-32.4%	-32.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138,715	\$ 138,715
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,211,963	\$ 1,211,963
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138,715	\$ 138,715
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,678	\$ 1,350,678
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	0.0%	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	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.3%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5307	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024 (into 2027)	Years Active	1	Project Status	N/A - PGB	1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
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	Notes
	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
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change

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

Name: Safe Routes to School program (FFY 2025-27)					Key: 23218	
Description Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.					Region: 1	
MPO: Portland Metro MPO			Work Type: OP-TDM			
Applicant: METRO			Status: NON-CONSTRUCTION PROJECT			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year						2027
Total						\$1,996,657.00
Fund 1					Y230	\$1,791,600.33
Match						\$205,056.67
Footnote: FY 2025-27 allocation years						



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

MTIP Admin Modification

ADD COMBINED

Combine \$3,012,317+\$579,637 of
 STBG from 23215 & 23218

Project #3**Project Name:****Regional Travel Options (RTO) Program (FFY 2025)****Project Details Summary**

ODOT Key #	23749	RFFA ID:	50428	RTP ID:	11054	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71298	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM25-12-MAR1		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

Key 23749 represents the FFY 2025 RTO & SR2S combined project. Key 23749 combines \$3,012,317 of STBG from PGB Key 23215 plus \$579,637 of STBG from PGB Key 23218 into a combined RTO/SR2S project. The funds will be flex transferred to FTA. Due to the extensive time for flex approval and the TrAMS grant approval, Metro is moving forward early to imitate the flex transfer before the end of FFY 2025. The action is authorized by the Metro Director of Finance and will be incorporated into the SFY 2026 UPWP.

Why Changes May Proceed Administratively:

Split/combining actions can occur administratively assuming no scope or actual cost change is occurring.

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

Short Description:

The Metro RTO program implements strategies to help diversify trip choices reduce pollution and improve mobility plus supports youth to safely access schools through walking, biking, and transit (SFY 2026 UPWP RFFA Step 1/FFY 2025 allocation year)

MTIP Detailed Description (Internal Metro use only):

The SFY 2026 Regional Travel Options (RTO) combines STBG funds from Key 23215 and SR2S funds from Key 23218. The region-wide program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. SR2S activities are included to assist youth in safely access schools through walking, biking, and transit (FFY 2025 UPWP RFFA Step 1 STBG allocation)

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Travel Demand Management		Other
ODOT Work Type:	TBD		
The SR2S program is considered a specialized component to TDM			

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	2025						\$ 3,591,954	\$ 3,591,954
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,591,954	\$ 3,591,954
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						\$ 411,115	\$ 411,115
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411,115	\$ 411,115
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,003,069	\$ 4,003,069
Total Estimated Project Cost									\$ 4,003,069
Total Cost in Year of Expenditure:									\$ 4,003,069

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,003,069	\$ 4,003,069
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411,115	\$ 411,115
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,591,954	\$ 3,591,954
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411,115	\$ 411,115
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,003,069	\$ 4,003,069
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.00%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.3%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TrAMS 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	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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		
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:								

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	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 .
Splitting or Combining Projects	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.

RE: RTO/SRTS Flex Transfer



David Stein

To: Ken Lobeck

Cc: Ted Leybold; Mary Anderson



Reply

Reply All

Forward



Tue 2/25/2025 9:57 AM

Hi Ken – thanks for the additional information. Given the complexity, I am not going to try to flex the 3 years right now. We will just flex FFY25 earlier than usual to ensure we have it in place in time. I may revisit the multi-year flex idea next year if FTA is open to it, but for now, don't worry about it.

Ken – Can you please do an Admin mod to the MTIP/STIP to move **\$3,591,954** into a single standalone key for RTO FFY2025 (Metro FY2026)? Please pull:

- \$3,012,317 from KN 23215
- \$579,637 from KN 23218

	A	E	F	G
		2025	2026	2027
1		MFY 2025-26	MFY 2026-27	MFY 2027-28
2				
7	RTO	\$3,012,317	\$3,102,687	\$3,195,768
8	RTO - Safe Routes to Schools	\$579,637	\$597,026	\$614,937
9	RTO/SR2S - Total	\$3,591,954	\$3,699,713	\$3,810,704



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

MTIP Admin Modification
PGB SITE CHANGES
Delete ROW and adjust approved
site locations

Project #4

Project Name:

I-84: Corbett Interchange - Multnomah Falls Phase 2

Project Details Summary

ODOT Key #	22504	RFFA ID:	N/A	RTP ID:	12093	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71264	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-12-MAR1		STIP Amendment ID:		24-27-2468	

Summary of Amendment Changes Occurring:

The ROW phase has been determined not to be necessary and is being canceled. The number of approved culvert site locations is decreasing. ROW funding is added to PE. The construction phase slightly decreases. No backfill is required. The approved CMR with the updated budget confirms remaining construction funds are satisfactory and don't need to be increased.

Why Changes May Proceed Administratively:

Per the approved Metro amendment matrix as of December 2024, adjustments in the number of site locations in the project grouping bucket can occur administratively assuming no major construction phase corrections are required. ROW phase cancellation also may administratively.

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

Short Description:

Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.

MTIP Detailed Description (Internal Metro use only):

In the northeastern Metro area on I-84 from MP 20.00 to MP 32.00, reconstruct, rehabilitate, and replace culverts to prevent road deterioration.

STIP Description:

Rehabilitation and replacement of culverts to repair damage and prevent road deterioration.

Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	CULVRT		

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-STBGS	ACP0	2022		\$ 1,094,118					\$ -
NHPP	Y001	2022		\$ 1,290,318					\$ 1,290,318
AC-STBGS	ACP0	2025			\$ 122,653				\$ -
AC-STBGS	ACP0	2025					\$ 2,053,948		\$ -
NHPP	Y001	2025					\$ 1,980,400		\$ 1,980,400
Federal Totals:			\$ -	\$ 1,290,318	\$ -	\$ -	\$ 1,980,400	\$ -	\$ 3,270,718
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACP0)	Match	2022		\$ 92,304					\$ -
State (Y001)	Match	2022		\$ 108,856					\$ 108,856
State (ACP0)	Match	2025			\$ 10,347				\$ -
State (ACP0)	Match	2025					\$ 173,278		\$ -
State (ACP0)	Match	2025					\$ 167,074		\$ 167,074
State Totals:			\$ -	\$ 108,856	\$ -	\$ -	\$ 167,074	\$ -	\$ 275,930
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,186,422	\$ -	\$ -	\$ 2,227,226	\$ -	\$ 3,413,648
Amended Programming Totals			\$ -	\$ 1,399,174	\$ -	\$ -	\$ 2,147,474	\$ -	\$ 3,546,648
Total Estimated Project Cost									\$ 3,546,648
Total Cost in Year of Expenditure:									\$ 3,546,648

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:	\$ -	\$ 212,752	\$ -	\$ -	\$ (79,752)	\$ -	\$ 133,000
Phase Change Percent:	0.0%	17.9%	0.0%	0.0%	-3.6%	0.0%	3.9%
Amended Phase Matching Funds:	\$ -	\$ 108,856	\$ -	\$ -	\$ 167,074	\$ -	\$ 275,930
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	7.78%	N/A	7.78%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,290,318	\$ -	\$ -	\$ 1,980,400	\$ -	\$ 3,270,718
State	\$ -	\$ 108,856	\$ -	\$ -	\$ 167,074	\$ -	\$ 275,930
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,399,174	\$ -	\$ -	\$ 2,147,474	\$ -	\$ 3,546,648
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	7.78%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	36.4%	0.0%	0.0%	55.8%	0.00%	92.22%
State	0.0%	3.1%	0.0%	0.0%	4.7%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
Total	0.0%	39.5%	0.0%	0.0%	60.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,399,174					Aid ID
Federal Funds Obligated:		\$ 1,290,318					S002(248)
EA Number:		PE003380					FHWA or FTA
Initial Obligation Date:		2/14/2022					FHWA
EA End Date:		2/26/2028					FMIS or TRAMS
Known Expenditures:		\$ 916,765					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 initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-05-FEB1
Last Amendment Action	Phase Slip: Slip ROW and CON phases to 2025						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	I-84	20.00		32.00		12.00	
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	Notes
						X		
Notes: A significant portion of the projects limits is outside of the Metro MPA boundary area								

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-STBGS	Advance Construction funds programmed with the expected conversion code of State STBG.
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.
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 .
PGB Approved Site Location Changes	Adjusting the number of approved site locations to an existing PBG where no scope changes or cost and limit changes above the thresholds are also occurring may occur administratively.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y001	National Highway Perf I IJA	100.00%	1,399,174.00	92.22%	1,290,318.26	7.78%	108,855.74	0.00%	0.00
	PE Totals		100.00%	1,399,174.00		1,290,318.26		108,855.74		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	92.22%	0.00	7.78%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
CN	Y001	National Highway Perf I IJA	100.00%	2,147,474.00	92.22%	1,980,400.52	7.78%	167,073.48	0.00%	0.00
	CN Totals		100.00%	2,147,474.00		1,980,400.52		167,073.48		0.00
Grand Totals				3,546,648.00		3,270,718.78		275,929.22		0.00

	Current Budget	Requested Budget	Change
Planning	\$0	\$0	\$0
Preliminary Engineering	\$1,186,422	\$1,399,174	\$212,752
Right of Way	\$133,000	\$0	-\$133,000
Utility Relocation	\$0	\$0	
Construction	\$2,227,226	\$2,147,474	-\$79,752
Other	\$0	\$0	\$0
Total:	\$3,546,648	\$3,546,648	\$0
Describe Budget Change (Break down the change	PE: Add \$212,751.80 (133,000 from ROW and 79,751.80 from CN), RW: reallocate 133,000 to PE, CN: Reallocate \$79,751.80 to PE.		



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

MTIP Admin Modification
NAME CORRECTION
 Change Sunnybrook Rd to be
 Sunnybrook Blvd

Project #5

Project Name:

I-205 Sunnybrook ~~Rd~~ Blvd - Stafford Rd Bus on Shoulder

Project Details Summary

ODOT Key #	23638	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71438	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-12-MAR1		STIP Amendment ID:			

Summary of Amendment Changes Occurring:

Minor corrections to the arterial cross street name and in the description are occurring . The required match ratios are updated as well. There is no change in funding or scope.

Why Changes May Proceed Administratively:

Minor technical changes such as as description or name corrections 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:

Enhance portions of ODOT ROW along I-205 between Stafford Rd and Sunnybrook-~~Rd~~ Blvd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time

MTIP Detailed Description (Internal Metro use only):

Along the I-205 corridor from Sunnybrook ~~Rd~~ Blvd to Stafford Rd (MP 3.00 to MP 10.76), design, construct and implement a bus on shoulder dedicated transit lane to enhance transit service using existing ODOT right-of way. (ODOT Statewide Carbon Program funding. Funding is not Metro allocated Carbon funds)

STIP Description:

Enhance portions of ODOT right of way along I-205 between Stafford Rd and Sunnybrook Blvd to allow authorized public transit providers to utilize bus on shoulder operations providing more reliable transit travel time.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Transit	Bus on Shoulder	Systems Management, ITS and Operations
ODOT Work Type:	OP-CARBON		
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									
State Carbon	Y601	2024		\$ 254,613					\$ -
State Carbon	Y601	2024		\$ 261,679					\$ 261,679
State Carbon	Y601	2025					\$ 1,733,530		\$ -
State Carbon	Y601	2025					\$ 1,781,635		\$ 1,781,635
Federal Totals:			\$ -	\$ 261,679	\$ -	\$ -	\$ 1,781,635	\$ -	\$ 2,043,314

Notes:

1. Fund code Y601 is reserved for populations greater than 200K. However, Y601 also reflects Metro Carbon formula allocation. To avoid conflict in allocations, the funds are added to the MTIP indicating they are State Carbon funds and separate from Metro's Carbon formula allocation.
2. The project was initially programmed based on a match percent of 10.27%. Apparently ODOT changed it to be 7.78%, The correction is occurring now. An additional \$48,105 of ODOT State Carbon funds has been added to the project. This equals a federal fund increase of 2.4%

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024		\$ 29,142					\$ -
State	Match	2024		\$ 22,076					\$ 22,076
State	Match	2025					\$ 198,410		\$ -
State	Match	2025					\$ 150,305		\$ 150,305
State Totals:			\$ -	\$ 22,076	\$ -	\$ -	\$ 150,305	\$ -	\$ 172,381
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:			\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Amended Programming Totals			\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Total Estimated Project Cost									\$ 2,215,695
Total Cost in Year of Expenditure:									\$ 2,215,695

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:	\$ -	\$ 22,076	\$ -	\$ -	\$ 150,305	\$ -	\$ 172,381
Amended Phase Matching Percent:	N/A	7.78%	N/A	N/A	7.78%	N/A	7.78%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 261,679	\$ -	\$ -	\$ 1,781,635	\$ -	\$ 2,043,314
State	\$ -	\$ 22,076	\$ -	\$ -	\$ 150,305	\$ -	\$ 172,381
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 283,755	\$ -	\$ -	\$ 1,931,940	\$ -	\$ 2,215,695
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	92.22%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	7.78%	0.0%	0.0%	7.78%	0.0%	7.78%
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%	11.8%	0.0%	0.0%	80.4%	0.00%	92.22%
State	0.0%	1.0%	0.0%	0.0%	6.8%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
Total	0.0%	12.8%	0.0%	0.0%	87.2%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 283,755					Aid ID
Federal Funds Obligated:		\$ 261,679					S064(068)
EA Number:		PE003611					FHWA or FTA
Initial Obligation Date:		7/24/2024					FHWA
EA End Date:		3/31/2027					FMIS or TRAMS
Known Expenditures:		\$ 93,146					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	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2024	Last MTIP Amend Num	MA24-08-MAY
Last Amendment Action	ADD NEW PROJECT: The formal amendment adds the new OTC approved project that will design and implement a new bus on shoulder dedicated lane on I-205 to the MTIP						

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-205	3.00	13.00	10.00
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	I-205		Sunnybrook Blvd	Stafford 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		X	X			
	Notes:							

Fund Codes References

Carbon	Apportioned federal formula funds. The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
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	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 .
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IJJA	100.00%	283,755.00	92.22%	261,678.86	7.78%	22,076.14	0.00%	0.00
	PE Totals		100.00%	283,755.00		261,678.86		22,076.14		0.00
CN	Y601	Carbon reduction program greater than 200,000 population IJJA	100.00%	1,931,940.00	92.22%	1,781,635.07	7.78%	150,304.93	0.00%	0.00
	CN Totals		100.00%	1,931,940.00		1,781,635.07		150,304.93		0.00
	Grand Totals			2,215,695.00		2,043,313.93		172,381.07		0.00

STATEWIDE CARBON REDUCTION PROEJCTS*				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities of NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 light duty battery electric vehicles.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for additional level 2 stations and fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response supports the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	Identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD