

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 23, 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 April Admin Mod #2, AM25-15-APR2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 April #2 administrative modification for review and inclusion in the STIP. The April #2 Admin Mod is under amendment number AM25-15-APR2 and contains three projects.

Key	Lead Agency	Name	Change
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	MINOR LIMIT CHANGES: Approved site locations within the project limits are updated (primarily at MP 14.2). The MTIP description is updated for the expanded Project Tracker capacity. There is no change in overall scope or funding
23524	Sherwood	Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)	COST DECREASE: The cost decrease reduces the construction phase programming amount. The cost decrease results from lower construction bids submitted.
23182	TriMet	TriMet Preventive Maintenance Support (2025)	ADVANCE PHASE The Other phase is advanced forward to FFY 2025 to reflect the correct obligation year.

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 April #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
MINOR LIMIT CHANGES
Adjust approved site locations and
minor project limit changes

Project #1

Project Name:	OR8 at Armco Ave, Main St and A&B Row						
Project Details Summary							
ODOT Key #	21608	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71162	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-15-APR2		STIP Amendment ID:		24-27-2557	
Summary of Amendment Changes Occurring: Approved site locations within the project limits are updated (primarily at MP 14.2). The MTIP description is updated for the expanded Project Tracker capacity. There is no change in overall scope or funding. The updates are more of technical corrections to the project than changes.							
Why Changes May Proceed Administratively: Scope, costs and overall limits remain unchanged. The changes can occur administratively per the amendment matrix.							
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Direct Recipient Delivery:	Yes		

Note: MTIP descriptions below are being updated for Project Tracker entries

Short Description:

~~Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.~~
On Tualatin Valley Hwy/OR8 (MP 13.58 to MP 17.68, NW Martin Rd to SW Dennis Ave in the Hillsboro/Forest Grove area), complete safety upgrades including a full signal rebuild and ADA curb ramps at the Main St intersection. Install flashing light at A&B Row. Install overhead lights at the Armco Ave intersection to increase safety at location. Install sidewalk on the north side of Baseline St between SW Dennis Ave and Main Street.

MTIP Detailed Description (Internal Metro use only):

~~Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.~~
On Tualatin Valley Hwy/OR8 between MP 13.58 and MP 17.68 (NW Martin Rd and east to SW Dennis Ave in the Hillsboro and/Forest Grove area), complete various motorist and pedestrian safety upgrades at approximately 10 site locations including a full signal rebuild and ADA curb ramps at the Main St intersection. Install flashing light at A&B Row. Install overhead lights at the Armco Ave intersection to increase safety at location. Install sidewalk on the north side of Baseline St between SW Dennis Ave and Main Street.

STIP Description:

Full signal rebuild and ADA curb ramps at the Main St intersection. Install flashing light at A&B Row. Install overhead lights at the Armco Ave intersection to increase safety at location. Install sidewalk on the north side of Baseline St between SW Dennis Ave and Main Street.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Oper	Systems Management, ITS, and Operations
	Highway - Pedestrian	Other	
ODOT Work Type:	SAFETY, BIKPED, OP-SSI		
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 Y002	2022 2021		\$ 608,379					\$ 608,379
HSIP	ZS3E	2022 2021		\$ 453,810					\$ 453,810
AC-HSIP	ACP0	2021		\$ 686,645					\$ 686,645
NHPP	Y002	2024			\$ 102,110				\$ -
AC-NHPP	ACP0	2024			\$ 102,110				\$ 102,110
HSIP	YS30	2024			\$ 180,119				\$ 180,119
NHPP	Z001 Y001	2025				\$ 59,455			\$ 59,455
HSIP	YS30	2025				\$ 12,767			\$ 12,767
NHPP	Z001 Y001	2025					\$ 1,659,470		\$ 1,659,470
HSIP	YS30	2025					\$ 1,305,899		\$ 1,305,899
Federal Totals:			\$ -	\$ 1,748,834	\$ 282,229	\$ 72,222	\$ 2,965,369	\$ -	\$ 5,068,654

Notes:

1. Programming corrected from Transtracker entry limitations to for updates into Project Tracker
2. AC-NHPP in ROW phase appears to be 100% NHPP. No match required.
3. HSIP in ROW is 100% federal. No required match

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (Y002)	Match	2022 2021		\$ 69,632					\$ 69,632
State (ZS3E)	Match	2022 2021		\$ 50,423					\$ 50,423
BIKEWAYS	S080	2022 2021		\$ 500,000					\$ 500,000
State (ACP0)	Match	2021		\$ 76,294					\$ 76,294
BIKEWAYS	S080	2024			\$ 150,000				\$ 150,000
State (Y001)	Match	2025				\$ 6,805			\$ 6,805
State (YS30)	Match	2025				\$ 1,419			\$ 1,419
State (Y001)	Match	2025					\$ 189,934		\$ 189,934
State (YS30)	Match	2025					\$ 145,100		\$ 145,100
State Totals:			\$ -	\$ 696,349	\$ 150,000	\$ 8,224	\$ 335,034	\$ -	\$ 1,189,607
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
ADVCON	ACP0	2022		\$ 762,939					\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,445,183	\$ 432,229	\$ 80,446	\$ 3,300,403	\$ -	\$ 6,258,261
Amended Programming Totals			\$ -	\$ 2,445,183	\$ 432,229	\$ 80,446	\$ 3,300,403	\$ -	\$ 6,258,261
Total Estimated Project Cost									\$ 6,258,261
Total Cost in Year of Expenditure:									\$ 6,258,261

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ (0)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 196,349	\$ -	\$ 8,224	\$ 335,034	\$ -	\$ 539,607
Amended Phase Matching Percent:	N/A	10.09%	0.0%	10.22%	10.15%	N/A	9.62%
Note: PE,UR, and Cons phases combines 90% federal share funds with 89.73% federal share funds resulting in the 10.09% in PE, 10.22% in UR, and 10.15% in Cons match percents.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,748,834	\$ 282,229	\$ 72,222	\$ 2,965,369	\$ -	\$ 5,068,654
State	\$ -	\$ 696,349	\$ 150,000	\$ 8,224	\$ 335,034	\$ -	\$ 1,189,607
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 2,445,183	\$ 432,229	\$ 80,446	\$ 3,300,403	\$ -	\$ 6,258,261
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	71.5%	65.3%	89.8%	89.85%	0.0%	80.99%
State	0.0%	28.5%	34.7%	10.2%	10.15%	0.0%	19.01%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	27.9%	4.5%	1.2%	47.4%	0.0%	80.99%
State	0.0%	11.1%	2.4%	0.1%	5.4%	0.0%	19.01%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	39.1%	6.9%	1.3%	52.7%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,445,183	\$ 432,229				Aid ID
Federal Funds Obligated:		\$ 1,748,834	\$ 282,229				
EA Number:		PE003247	R9918000				FHWA or FTA
Initial Obligation Date:		11/6/2020	9/11/2024				FHWA
EA End Date:		6/30/2026	12/31/2027				FMIS or TRAMS
Known Expenditures:		\$ 1,518,175	\$ 50,554				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	2021	Years Active	5	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	October 2024	Last MTIP Amend Num	AM25-01-OCT1
Last Amendment Action	MINOR SCOPE CHANGE: Cons fund shifted to PE to address stormwater element						

Are There Changes in Performance Measures or Geo Spatial Data - Yes. Revised approved site locations are listed below.

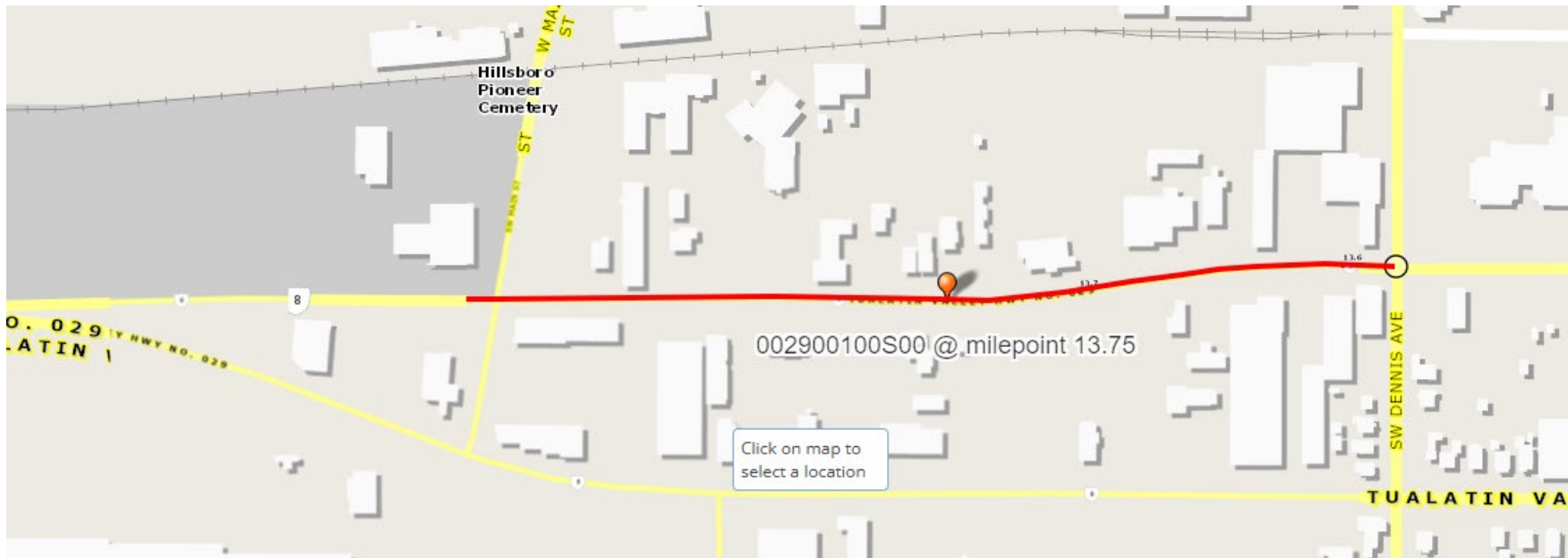
Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length or Cross Street References
	Yes	OR8	13.58	13.93	0.35
	Yes	OR8	13.68	13.82	0.14
	Yes	OR8	13.74	13.74	SW Oak St at Armco Ave
	Yes	OR8	13.84	13.87	0.03
	Yes	OR8	13.89	13.91	0.02
	Yes	OR8	13.91	13.93	SW Baseline at SW Main St
	Yes	OR8	13.95	13.95	
	Yes	OR8	14.21	14.21	
	Yes	OR8	17.66	17.66	Pacific Ave at A and B Row
	Yes	OR8	17.68	17.68	
	Overall	OR8	13.58	17.68	4.1
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Tualatin Valley Hwy/OR 8		NW Martin Rd (and then east to)		SW Dennis Ave

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	
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-HSIP	Advance Construction funds with the expected conversion code to be federal Highway Safety Improvement Program funding
AC-NHPP	Advance Construction funds with the expected conversion code to be federal National Highway Performance Program funding
BIKEWAYS	BIKEWAYS are state funds that support strategic pedestrian and bicycle infrastructure improvements. The program goals include (1) address pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossing, (2) prioritize projects at locations that provide an equity and safety benefit, (3) identify cost savings through leveraging with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
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 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 Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Minor Scope Changes that do not Impact Scope, Limits, Location, or Costs	<p>Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions:</p> <ul style="list-style-type: none"> - The changes to the project costs remain under the formal amendment cost threshold. - The changes to the project limits and location remain under the formal amendment threshold. - The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 - The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. - For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits



Project Name: **OR8 at Armco Ave, Main St and A&B Row**

(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	ACPO	ADVANCE CONSTRUCT PR	31.20%	762,939.00	90.00%	686,645.10	10.00%	76,293.90	0.00%	0.00
	S080	BIKEWAYS	20.45%	500,000.00	0.00%	0.00	100.00%	500,000.00	0.00%	0.00
	Y002	NHPP National Highway perf exempt IIA	27.73%	678,011.00	89.73%	608,379.27	10.27%	69,631.73	0.00%	0.00
	ZS3E	Highway Safety Improvement Program Fast Act Extension	20.62%	504,233.00	90.00%	453,809.70	10.00%	50,423.30	0.00%	0.00
	PE Totals		100.00%	2,445,183.00		1,748,834.07		696,348.93		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	23.63%	102,110.00	100.00%	102,110.00	0.00%	0.00	0.00%	0.00
	S080	BIKEWAYS	34.70%	150,000.00	0.00%	0.00	100.00%	150,000.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIA	41.67%	180,119.00	100.00%	180,119.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	432,229.00		282,229.00		150,000.00		0.00
UR	Y001	National Highway Perf IIA	82.37%	66,260.00	89.73%	59,455.10	10.27%	6,804.90	0.00%	0.00
	YS30	Highway Safety Imp Program IIA	17.63%	14,185.00	90.00%	12,766.50	10.00%	1,418.50	0.00%	0.00
	UR Totals		100.00%	80,445.00		72,221.60		8,223.40		0.00
CN	Y001	National Highway Perf IIA	56.04%	1,849,404.00	89.73%	1,659,470.21	10.27%	189,933.79	0.00%	0.00
	YS30	Highway Safety Imp Program IIA	43.96%	1,450,999.00	90.00%	1,305,899.10	10.00%	145,099.90	0.00%	0.00
	CN Totals		100.00%	3,300,403.00		2,965,369.31		335,033.69		0.00
Grand Totals				6,258,260.00		5,068,653.98		1,189,606.02		0.00

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
OR-8	029 TUALATIN VALLEY HIGHWAY	13.74	13.74	0.00	SW Oak St at Armco Ave	HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.91	13.93	0.02	SW Baseline at SW Main St	HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.66	17.66	0.00	Pacific Ave at A and B Row	FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.68	13.82	0.14		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.95	13.95	0.00		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.84	13.87	0.03		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.89	13.91	0.02		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	17.68	17.68	0.00		FOREST GROVE	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	14.21	14.21	0.00		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.74	13.74	0.00		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1
OR-8	029 TUALATIN VALLEY HIGHWAY	13.58	13.93	0.35		HILLSBORO	WASHINGTON	R1ACT		1	29	15	1



Metro

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

MTIP Admin Modification

COST DECREASE

Reduce Construction Phase from
lower than expected bids

Project #2

Project Name:		Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)																					
Project Details Summary																							
ODOT Key #	23524	RFFA ID:	N/A	RTP ID:	N/A	2023 RTP Approval Date:	11/30/2023																
MTIP ID:	71413	CDS ID:	OR205	Bridge #:	N/A	FTA Flex & Conversion Code	No																
MTIP Amendment ID:		AM25-15-APR2		STIP Amendment ID:																			
Summary of Amendment Changes Occurring: The cost decrease reduces the construction phase programming amount. The cost decrease results from lower construction bids submitted.																							
Why Changes May Proceed Administratively: Per the Metro Amendment Matrix, cost decreases of any amount that occur from construction bid submissions that do not include scope or limit changes may occur administratively.																							
<table border="1"> <tr> <td>Lead Agency:</td> <td>Sherwood</td> <td>Applicant:</td> <td>Sherwood</td> <td>Administrator:</td> <td colspan="3">FHWA</td> </tr> <tr> <td>Certified Agency Delivery:</td> <td>No</td> <td>Non-Certified Agency Delivery:</td> <td>Yes</td> <td>Direct Recipient Delivery:</td> <td colspan="3">Yes</td> </tr> </table>								Lead Agency:	Sherwood	Applicant:	Sherwood	Administrator:	FHWA			Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Direct Recipient Delivery:	Yes		
Lead Agency:	Sherwood	Applicant:	Sherwood	Administrator:	FHWA																		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Direct Recipient Delivery:	Yes																		
Short Description: Planned one-mile east/west industrial collector road between SW Oregon Street and SW Dahlke Ln in Sherwood to ease traffic flow on SW Tualatin-Sherwood Road, improve access to I-5, and make it easier for companies to locate in Sherwood's Tonquin employment area.																							
MTIP Detailed Description (Internal Metro use only): In the city of Sherwood between SW Oregon St and SW Dahlke Ln, design and construct a new east/west industrial collector Ice Age Dr, 1-through-lane in each direction to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support business relocation to the Sherwood's Tonquin Employment Area.																							
STIP Description: Planned one-mile east/west industrial collector road between SW Oregon Street and SW Dahlke Ln in Sherwood to ease traffic flow on SW Tualatin-Sherwood Road, improve access to I-5, and make it easier for companies to locate in Sherwood's Tonquin employment area.																							

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Roadway	Roadway - Motor Vehicle		New Capacity - General Purpose (Not Regionally Significant)				Capital Improvement		
ODOT Work Type:	OPERAT								
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									
HIPCD523	Y926	2025					\$ 3,000,000		\$ 3,000,000
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 1,275,000					\$ 1,275,000
Other	OTH0	2024			\$ 1,770,900				\$ 1,770,900
Other	OTH0	2024						\$ 179,000	\$ 179,000
Local (Y926)	Match	2025					\$ 343,364		\$ 343,364
Other	OTH0	2025					\$ 14,974,537		\$ -
Other	OTH0	2025					\$ 9,355,905		\$ 9,355,905
Local Totals:			\$ -	\$ 1,275,000	\$ 1,770,900	\$ -	\$ 9,699,269	\$ 179,000	\$ 12,924,169
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,275,000	\$ 1,770,900	\$ -	\$ 18,317,901	\$ 179,000	\$ 21,542,801
Amended Programming Totals			\$ -	\$ 1,275,000	\$ 1,770,900	\$ -	\$ 12,699,269	\$ 179,000	\$ 15,924,169
Total Estimated Project Cost									\$ 15,924,169
Total Cost in Year of Expenditure:									\$ 15,924,169

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:	\$ -	\$ -	\$ -	\$ -	\$ (5,618,632)	\$ -	\$ (5,618,632)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-30.7%	0.0%	-30.7%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 343,364	\$ -	\$ 343,364
Amended Phase Matching Percent:	N/A	0.00%	0.0%	N/A	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,275,000	\$ 1,770,900	\$ -	\$ 9,699,269	\$ 179,000	\$ 12,924,169
Total	\$ -	\$ 1,275,000	\$ 1,770,900	\$ -	\$ 12,699,269	\$ 179,000	\$ 15,924,169
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	23.62%	0.0%	18.84%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	100.0%	100.0%	0.0%	76.4%	0.0%	81.16%
Total	0.0%	100.0%	100.0%	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%	0.0%	0.0%	0.0%	18.8%	0.00%	18.84%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	8.0%	11.1%	0.0%	60.9%	1.12%	81.2%
Total	0.0%	8.0%	11.1%	0.0%	79.7%	1.1%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		N/A	N/A		N/A	N/A	Aid ID
Federal Funds Obligated:							Fed Aid ID
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	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects)	
Total Prior Amendments	3	Last Amendment	Formal	Date of Last Amendment	June 2024	Last MTIP Amend Num	JN24-09-JUN1
Last Amendment Action	CANCEL PHASE: The project has completed an updated cost estimate which requires an additional \$5,077,900 of local funds to be added to the construction phase. The Utility Relocation phase is now no longer required. UR phase funds are being shifted to Construction and the Construction phase is being slipped to FFY 2025.						

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	
	(New) Ice Age Drive		SW Oregon Street		to east of SW Dahlke Lane	

Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
	N/A							
Notes: Project is not regionally significant or included in the RTP. Programming was required sue to federal earmark.								

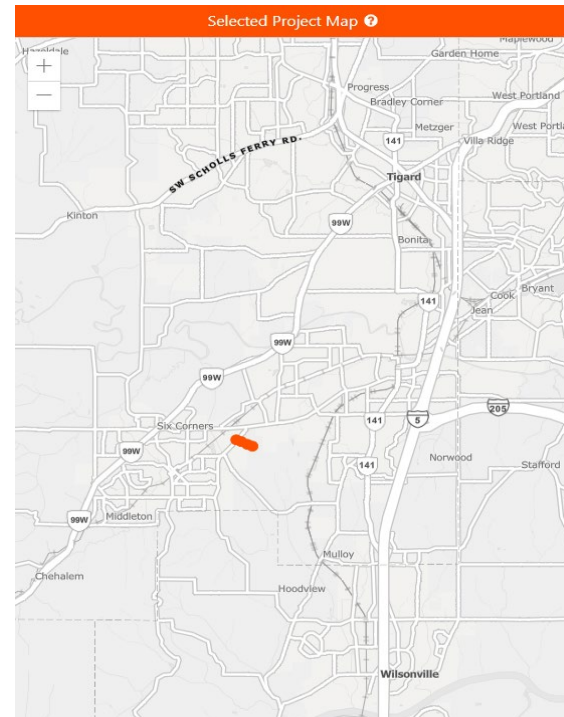
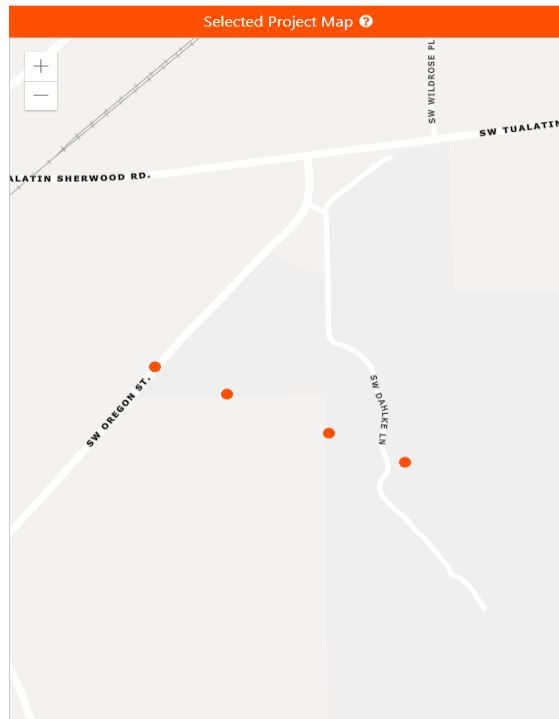
Fund Codes References

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.
HIPCDS23	Federal Congressional Directed Spending (earmark) awarded during the FFY 2023 CDS cycle. This CDS cycle was tied to the Highway Infrastructure Program (HIP) resulting in some eligibility and use factors originating from the federal 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.

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.





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

MTIP Admin Modification

ADVANCE PHASE

Advance Other phase from FFY
2026 forward to FFY 2025

Project #3

Project Name:	TriMet Preventive Maintenance Support (2025)						
Project Details Summary							
ODOT Key #	23182	RFFA ID:	50429	RTP ID:	10855	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71290	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		AM25-15-APR2		STIP Amendment ID:		24-27-2585	
<p><u>Summary of Amendment Changes Occurring:</u> The Other phase is being slipped forward again to FFY 2025. Per FTA's guidance for transit project's obligation year, the correct obligation year is in FFY 2025. The obligation is being advanced forward again to FFY 2025.</p>							
<p><u>Why Changes May Proceed Administratively:</u> Advancing or slipping project phases with no scope changes or cost changes within constrained years may occur administratively.</p>							
Lead Agency:	TriMet		Applicant:	TriMet		Administrator:	FTA
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Direct Recipient Delivery:	Yes

Short Description:

The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2025 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

MTIP Detailed Description (Internal Metro use only):

TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs.

STIP Description:

The federal fund portion to the annual Metro-TriMet transit oriented development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2025 preventative maintenance program.

Project Classification Details									
Project Type	Category		Features					System Investment Type	
Transit	Transit - Vehicles		Capital - Vehicle Operations					Transit	
ODOT Work Type:	TRANST								
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									
STBG-U	Y230	2026						\$ 3,819,635	\$ -
STBG-U	Y230	2025						\$ 3,819,635	\$ 3,819,635
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,819,635	\$ 3,819,635
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	2026						\$ 437,174	\$ -
Local	Match	2025						\$ 437,174	\$ 437,174
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,174	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,256,809	\$ 4,256,809
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,256,809	\$ 4,256,809
Total Estimated Project Cost									\$ 4,256,809
Total Cost in Year of Expenditure:									\$ 4,256,809

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,174	\$ 437,174
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,819,635	\$ 3,819,635
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437,174	\$ 437,174
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,256,809	\$ 4,256,809
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	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%	0.0%
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%	10.27%
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						\$ 4,256,809	Aid ID
Federal Funds Obligated:						\$ 3,819,635	TrAMS ID
TrAMS Grant ID:						Not Available	FHWA or FTA
Initial Obligation Date:						Not Available	FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:						Not Available	TrAMS
				Estimated Project Completion Date:			12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	1	Project Status	T25	Flex Transfer to FTA completed - funds considered obligated.	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2025	Last MTIP Amend Num	AM25-10-FEB4
Last Amendment Action	Slip Other phase to FFY 2026 as part of FFY 2025 mid-year slip amendment						

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	<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)

< **71290 TriMet Preventative Maintenance Support (2025)**

■ **ACCEPTED** Project has been accepted.

Revision: [Metro / MTIP / 24-27 MTIP / AM25-10-FEB4](#)

Last edited: [Gabriela Lopez](#) (04/11/2025)

EDIT

← AMEND PROJECT

PROGRAMMING

OBLIGATION

MAP

IDS / CONTACTS

ATTACHMENTS

REVISION HISTORY

PROJECT QUESTIONS

⚙	FY *	FUND TYPE *	FUND CODE	FUNDING RESPONSIBILITY	EA #	EA START DATE	TOTAL
	2026 <small>Was: 2025</small>	STBG - Urban	Y230	URBAN STP/STBG POR			\$3,819,635
↳	2026 <small>Was: 2025</small>	Local Match		LOCAL			\$437,174
	FY 2026						\$4,256,809

Financial Plan -- Estimate / Actual Amounts							
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt
OT	URBAN STP/STBG POR	2024-2027 STIP	2025	4,256,809.00	3,819,634.72	0.00	437,174.28
	URBAN STP/STBG POR	2024-2027 STIP	2026	0.00	0.00	0.00	0.00
	OT Totals			4,256,809.00	3,819,634.72	0.00	437,174.28
	Grand Totals			4,256,809.00	3,819,634.72	0.00	437,174.28