

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 31, 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 #1, AM25-14-APR1

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 April #1 administrative modification for review and inclusion in the STIP. The April #1 Admin Mod is under amendment number AM25-14-APR1 and contains five projects.

Key	Lead Agency	Name	Change
23581	Beaverton	Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide	<u>ADD PHASES:</u> Reduce Other phase and add new PE + Construction phases per the TSS review and discussion with FHWA, the project can't proceed under just the "Other" phase.
23582	Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade	<u>ADD PHASES:</u> Cancel/Split Other phase and create PE + Construction phases with the Other phase funding. Per the TSS review and discussion with FHWA, the project can't proceed under just the "Other" phase.
21884	Multnomah County	Morrison St.: Morrison (Willamette River) Bridge (Portland)	<u>COST DECREASE:</u> Reduce Cons by \$4,570,198 as a result from lower construction bids
22773	ODOT	I-84: I-5 - Hood River	<u>CANCEL PHASE</u> Cancel ROW phase and shift funds to Construction
22133	Portland	N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	<u>ADVANCE PHASE</u> Advance Construction phase from FFY 2026 to FFY 2025 enabling the construction phase to obligate before September 2025.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2024-27 MTIP for this admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at ken.lobeck@oregonmetro.gov. Thank you for your time to review the April #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

ADD PHASES

Split Other phase and add PE plus
Construction phases

Project #1**Project Name:****Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide****Project Details Summary**

ODOT Key #	Beaverton	RFFA ID:	N/A-TSMO	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71403	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-14-APR1		STIP Amendment ID:		24-27-2535	

Summary of Amendment Changes Occurring:

The admin mod splits/cancels the Other phase and creates corresponding PE and Construction phases to deliver the project. Per follow-on TSS reviews and discussions with FHWA, delivering the project using only the "Other" phase has been determined to be not authorized. A PE and Construction is now required.

Why Changes May Proceed Administratively:

There is no scope change occurring. Project delivery initial assumed use of the Other phase was acceptable based on the preliminary deliverables. Follow-on reviews countered this and determined the PE and Construction phases are required. The action is a split phase allowable to occur administratively.

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

Short Description:

Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

Implement leading pedestrian interval (LPI) at traffic signals currently running SCATS (Sydney Coordination Adaptive Traffic System), code in transit priority, at traffic signals and upgrade existing traffic detections at approx. 31 site locations in Beaverton on SW Cedar Hills Blvd, SW Jenkins Rd, SW Millikan Way, OR8/SW Canyon Rd, and OR10/Farmington Rd/SW Beaverton Hillsdale Hwy.

STIP Description:

Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.

Project Classification Details									
Project Type	Category		Features					System Investment Type	
Roadway	Roadway - Motor Vehicle		Systems Management and Operations					Systems Management, ITS, and Operations	
ODOT Work Type:	OP-ITS								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2026						\$ 1,938,941	\$ -
STBG-U	Y230	2026						\$ 148,055	\$ 148,055
STBG-U	Y230	2026		\$ 538,380					\$ 538,380
STBG-U	Y230	2027					\$ 1,252,506		\$ 1,252,506
Federal Totals:			\$ -	\$ 538,380	\$ -	\$ -	\$ 1,252,506	\$ 148,055	\$ 1,938,941
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						\$ 221,920	\$ -
Local	Match	2026						\$ 16,946	\$ 16,946
Local	Match	2026		\$ 61,620					\$ 61,620
Local	Match	2027					\$ 143,355		\$ 143,355
Local Totals:			\$ -	\$ 61,620	\$ -	\$ -	\$ 143,355	\$ 16,946	\$ 221,920
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Amended Programming Totals			\$ -	\$ 600,000	\$ -	\$ -	\$ 1,395,861	\$ 165,001	\$ 2,160,861
Total Estimated Project Cost									\$ 2,160,861
Total Cost in Year of Expenditure:									\$ 2,160,861

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:	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,395,861	\$ (1,995,861)	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-92.4%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 61,620	\$ -	\$ -	\$ 143,355	\$ 16,946	\$ 221,920
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 538,380	\$ -	\$ -	\$ 1,252,506	\$ 148,055	\$ 1,938,941
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 61,620	\$ -	\$ -	\$ 143,355	\$ 16,946	\$ 221,920
Total	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,395,861	\$ 165,001	\$ 2,160,861
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.9%	0.0%	0.0%	58.0%	6.85%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	2.9%	0.0%	0.0%	6.6%	0.78%	10.27%
Total	0.0%	27.8%	0.0%	0.0%	64.6%	7.6%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							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:			12/31/2030
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	2025	Years Active	2	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2025 (Feb #4)	Last MTIP Amend Num	AM25-10-FEB4
Last Amendment Action	Slip Phase: Slip Other from FFY 2025 to FFY 2026 (Mid-Year slip review)						

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	OR8	just e/o MP 4.6	w/o MP 2.6	Approx 2.0	
	Yes	OR10	Not Stated	w/o MP 1.5		
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	SW Murray Blvd		SW Millikan Way		SW Farmington Rd	
	SW Cedar Hills Blvd		SW Walker Rd		SW Farmington Rd	
	SW Jenkins Rd		at Cedar Hills Crossing intersection (WinCo entrance)			
	SW Tualatin Valley Highway/Canyon Rd (OR8)		SW Murray Blvd		SW 107th Ave	
	SW Farmington Rd (OR10)		SW Murray Blvd		SW 103rd Ave	

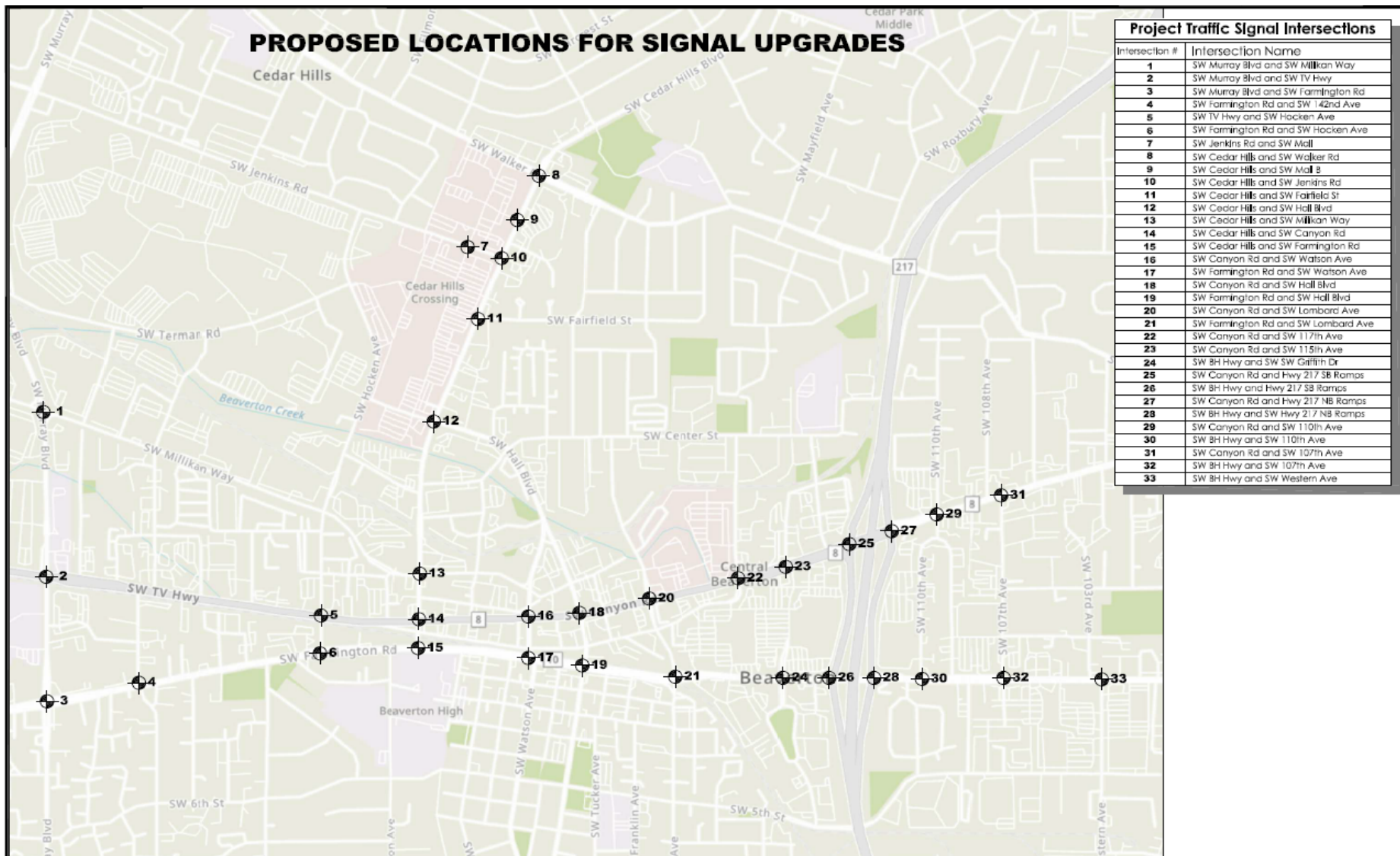
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
					X	X		
	Notes:							

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

Project Name: **Leading Pedestrian Intervals & Smart Detections -** **(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	Y230	STBG Urban - populations greater than 200,000 IIA	100.00%	600,000.00	89.73%	538,380.00	0.00%	0.00	10.27%	61,620.00
	PE Totals		100.00%	600,000.00		538,380.00		0.00		61,620.00
CN	Y230	STBG Urban - populations greater than 200,000 IIA	100.00%	1,395,861.00	89.73%	1,252,506.08	0.00%	0.00	10.27%	143,354.92
	CN Totals		100.00%	1,395,861.00		1,252,506.08		0.00		143,354.92
OT	Y230	STBG Urban - populations greater than 200,000 IIA	100.00%	165,000.00	89.73%	148,054.50	0.00%	0.00	10.27%	16,945.50
	OT Totals		100.00%	165,000.00		148,054.50		0.00		16,945.50
Grand Totals				2,160,861.00		1,938,940.58		0.00		221,920.42





Metro

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

MTIP Admin Modification

ADD PHASES

Split the Other phase into PE plus
construction phases

Project #2**Project Name:****Clackamas Countywide Traffic Signal Safety Upgrade****Project Details Summary**

ODOT Key #	23582	RFFA ID:	N/A	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71404	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-14-APR1		STIP Amendment ID:		24-27-2531	

Summary of Amendment Changes Occurring:

The admin mod splits/cancels the Other phase and creates corresponding PE and Construction phases to deliver the project. Per follow-on TSS reviews and discussions with FHWA, delivering the project using only the "Other" phase has been determined to be not authorized. A PE and Construction is now required.

Why Changes May Proceed Administratively:

There is no scope change occurring. Project delivery initial assumed use of the Other phase was acceptable based on the preliminary deliverables. Follow-on reviews countered this and determined the PE and Construction phases are required. The action is a split phase allowable to occur administratively.

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

Short Description:

Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

MTIP Detailed Description (Internal Metro use only):

Identify and upgrade selected traffic signals across Clackamas County in the cities of Milwaukie, Happy Valley, Gladstone, Lake Oswego, West Linn, Oregon City and Canby, plus selected county area locations with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

STIP Description:

Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Roadway	Roadway - Motor Vehicle		Systems Management and Operations				Systems Management, ITS, and Operations		
ODOT Work Type:	OP-ITS								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2026						\$ 933,192	\$ -
STBG-U	Y230	2026		\$ 328,412					\$ 328,412
STBG-U	Y230	2027					\$ 604,780		\$ 604,780
Federal Totals:			\$ -	\$ 328,412	\$ -	\$ -	\$ 604,780	\$ -	\$ 933,192
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 (Y230)	Match	2026						\$ 106,808	\$ -
Local (Y230)	Match	2026		\$ 37,588					\$ 37,588
Local (Y230)	Match	2027					\$ 69,220		\$ 69,220
Local Totals:			\$ -	\$ 37,588	\$ -	\$ -	\$ 69,220	\$ -	\$ 106,808
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Amended Programming Totals			\$ -	\$ 366,000	\$ -	\$ -	\$ 674,000	\$ -	\$ 1,040,000
Total Estimated Project Cost									\$ 1,040,000
Total Cost in Year of Expenditure:									\$ 1,040,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 366,000	\$ -	\$ -	\$ 674,000	\$ (1,040,000)	\$ -
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	-100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 37,588	\$ -	\$ -	\$ 69,220	\$ -	\$ 106,808
Amended Phase Matching Percent:	N/A	10.27%	N/A	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	\$ -	\$ 328,412	\$ -	\$ -	\$ 604,780	\$ -	\$ 933,192
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 37,588	\$ -	\$ -	\$ 69,220	\$ -	\$ 106,808
Total	\$ -	\$ 366,000	\$ -	\$ -	\$ 674,000	\$ -	\$ 1,040,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
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%	31.6%	0.0%	0.0%	58.2%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	3.6%	0.0%	0.0%	6.7%	0.00%	10.27%
Total	0.0%	35.2%	0.0%	0.0%	64.8%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							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:			12/31/2030
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	2025	Years Active	1	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	February 2025	Last MTIP Amend Num	AM25-10-FEB4
Last Amendment Action	Slip Phase: Slip Other from FFY 2025 to FFY 2026 (Mid-Year slip review)						

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 - Countywide		Not Applicable - Countywide			Not Applicable - Countywide		
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 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 .
Adding or Canceling Phases	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.

Project Name: **Clackamas Countywide Traffic Signal Safety** (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	Y230	STBG Urban - populations greater than 200,000 IIIA	100.00%	366,000.00	89.73%	328,411.80	0.00%	0.00	10.27%	37,588.20
	PE Totals		100.00%	366,000.00		328,411.80		0.00		37,588.20
CN	Y230	STBG Urban - populations greater than 200,000 IIIA	100.00%	674,000.00	89.73%	604,780.20	0.00%	0.00	10.27%	69,219.80
	CN Totals		100.00%	674,000.00		604,780.20		0.00		69,219.80
OT	Y230	STBG Urban - populations greater than 200,000 IIIA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
	Grand Totals			1,040,000.00		933,192.00		0.00		106,808.00



Metro

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

MTIP Admin Modification

COST DECREASE

Reduce Cons by \$4,570,198 from
lower construction bids

Project #3**Project Name:****Morrison St.: Morrison (Willamette River) Bridge (Portland)****Project Details Summary**

ODOT Key #	21884	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71202	CDS ID:	N/A	Bridge #:	02758	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-14-APR1		STIP Amendment ID:		24-27-2520	

Summary of Amendment Changes Occurring:

The construction phase bids were dramatically lower than the engineer's estimate resulting in a project cost savings action. The Admin Mod reduces the construction phase based on the final actual construction phase bid costs.

Why Changes May Proceed Administratively:

Per Metro's Amendment Matrix, cost decreases resulting from lower bid submissions and no change to the project scope can occur administratively even if the net change is above the regular cost change threshold.

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

Short Description:

Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting bridge for less than legal loads.

MTIP Detailed Description (Internal Metro use only):

Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting bridge for less than legal loads.

STIP Description:

Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads.

Project Classification Details									
Project Type	Category		Features					System Investment Type	
Roadway	Roadway - Bridge		Reconstruction/Preservation					Maintenance and Preservation	
ODOT Work Type:	BRIDGE								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Y230	2023		\$ 1,604,929					\$ 1,604,929
State STBG	Y240	2025					\$ 6,477,527		\$ -
HIP	Y110	2025					\$ 2,376,688		\$ 2,376,688
Federal Totals:			\$ -	\$ 1,604,929	\$ -	\$ -	\$ 2,376,688	\$ -	\$ 3,981,617
Note: The STIP reflects the PE STBG obligated under fund code Y230. However, the STBG may be an urban allocation, but it is not an award from Metro. The STBG are not Metro allocated funds. As such, the MTIP will reflect the STBG as state STBG under fund cod Y230 to avoid fiscal constraint confusion with the Metro STBG-U allocation from ODOT.									
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 (St STBG)	Match	2023		\$ 183,691					\$ 183,691
Local (St STBG)	Match	2023					\$ 741,382		\$ -
Local (Y110)	Match	2025					\$ 272,023		\$ 272,023
Local Totals:			\$ -	\$ 183,691	\$ -	\$ -	\$ 272,023	\$ -	\$ 455,714
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,788,620	\$ -	\$ -	\$ 7,218,909	\$ -	\$ 9,007,529
Amended Programming Totals			\$ -	\$ 1,788,620	\$ -	\$ -	\$ 2,648,711	\$ -	\$ 4,437,331
Total Estimated Project Cost									\$ 4,437,331
Total Cost in Year of Expenditure:									\$ 4,437,331

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:	\$ -	\$ -	\$ -	\$ -	\$ (4,570,198)	\$ -	\$ (4,570,198)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-50.7%
Amended Phase Matching Funds:	\$ -	\$ 183,691	\$ -	\$ -	\$ 272,023	\$ -	\$ 455,714
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,604,929	\$ -	\$ -	\$ 2,376,688	\$ -	\$ 3,981,617
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 183,691	\$ -	\$ -	\$ 272,023	\$ -	\$ 455,714
Total	\$ -	\$ 1,788,620	\$ -	\$ -	\$ 2,648,711	\$ -	\$ 4,437,331
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
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%	36.17%	0.0%	0.0%	53.56%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	4.14%	0.0%	0.0%	6.13%	0.00%	10.27%
Total	0.0%	40.3%	0.0%	0.0%	59.7%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,788,620			\$ 2,648,711		Aid ID
Federal Funds Obligated:		\$ 1,604,929			\$ 2,376,688		C051(119)
EA Number:		PE003435			Pending		FHWA or FTA
Initial Obligation Date:		12/8/2022			10/23/2024		FHWA
EA End Date:		8/31/2025					FMIS or TRAMS
Known Expenditures:		\$ 1,210,293			\$ -		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	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	END OF YEAR PROJECT PHASE SLIP: Slip Cons with \$6,477,527 of State STBG plus match to FFY 2025						

Project Location References						
On State Highway	Yes/No	Route	MP Begin		MP End	
	No	Not Applicable	Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Morrison St (east end of bridge)		Morrison Bridge		I-5	

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

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

Fund Codes References

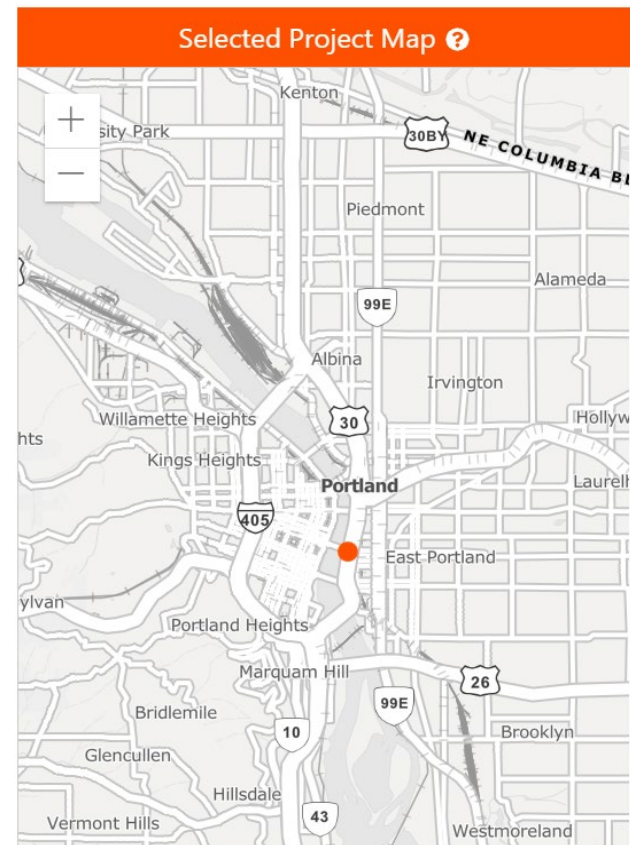
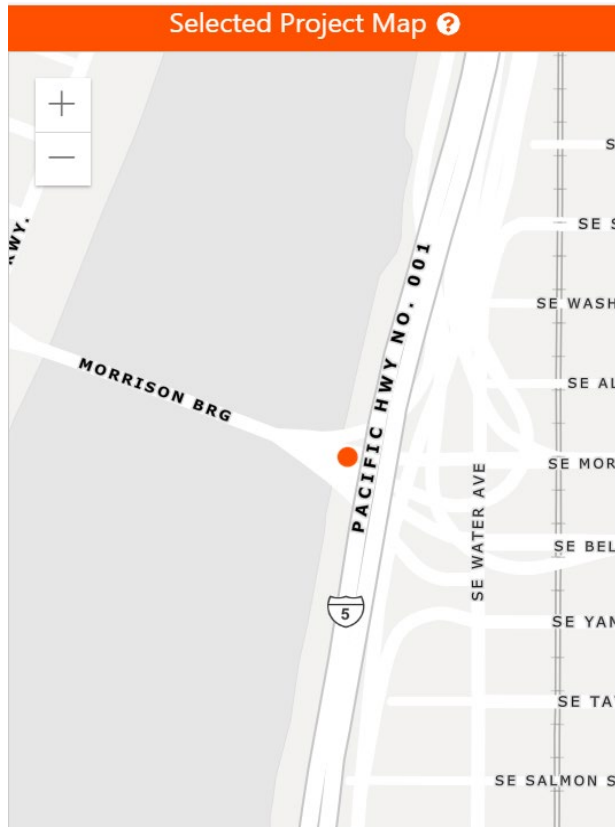
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging 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.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

MTIP Amendment Matrix

Administrative Modification Guidance and Thresholds for Change

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

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y230	STBG Urban - populations greater than 200,000 IJJA	100.00%	1,788,620.00	89.73%	1,604,928.73	0.00%	0.00	10.27%	183,691.27
	PE Totals		100.00%	1,788,620.00		1,604,928.73		0.00		183,691.27
CN	Y110	Highway Infrastructure Bridge IJJA	100.00%	2,648,710.67	89.73%	2,376,688.08	0.00%	0.00	10.27%	272,022.59
	CN Totals		100.00%	2,648,710.67		2,376,688.08		0.00		272,022.59
	Grand Totals			4,437,330.67		3,981,616.81		0.00		455,713.86





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

MTIP Admin Modification
CANCEL PHASE
 Cancel ROW phase and shift funds
 to Construction

Project #4

Project Name:

I-84: I-5 - Hood River

Project Details Summary

ODOT Key #	22773	RFFA ID:	N/A	RTP ID:	12095	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71342	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-14-APR1		STIP Amendment ID:		24-27-2525	

Summary of Amendment Changes Occurring:

The admin mod cancels the ROW phase (determined not required) and shifts the funds to the construction phase.

Why Changes May Proceed Administratively:

Canceling a phase (except construction may occur) administratively along with fund shifts to another phase within constrained years assuming no scope change or major delivery delays will result.

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

Short Description:

Design and right-of-way to install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

MTIP Detailed Description (Internal Metro use only):

On I-84 from I-5 east to Hood River (MP 0.41 to MP 64.44) at various locations, install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

STIP Description:

Install improved lighting, crosswalks, signals and signing at ramp terminal intersections to improve safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
	Highway - Pedestrian	Other (Crossing treatments on ramps)	
ODOT Work Type:	SAFETY		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HSIP	YS30	2024		\$ 674,000					\$ 674,000
HSIP	YS30	2025			\$ 11,989				\$ -
HSIP	YS30	2025					\$ 1,212,300		\$ -
HSIP	YS30	2025					\$ 1,360,000		\$ 1,360,000
Federal Totals:			\$ -	\$ 674,000	\$ -	\$ -	\$ 1,360,000	\$ -	\$ 2,034,000

Federal funding note: HSIP funds are 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
HB2017	S070	2025			\$ 1,011				\$ -
HB2017	S070	2025					\$ 134,700		\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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:			\$ -	\$ 674,000	\$ 13,000	\$ -	\$ 1,347,000	\$ -	\$ 2,034,000
Amended Programming Totals			\$ -	\$ 674,000	\$ -	\$ -	\$ 1,360,000	\$ -	\$ 2,034,000
Total Estimated Project Cost									\$ 2,034,000
Total Cost in Year of Expenditure:									\$ 2,034,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ (13,000)	\$ -	\$ 13,000	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	1.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.0%	N/A	0.00%	N/A	0.00%
Added note: HSIP federal funds are 100% federal. No required match.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 674,000	\$ -	\$ -	\$ 1,360,000	\$ -	\$ 2,034,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 674,000	\$ -	\$ -	\$ 1,360,000	\$ -	\$ 2,034,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	0.0%	0.0%	100.00%	0.0%	100.00%
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%	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%	33.1%	0.0%	0.0%	66.9%	0.0%	100.00%
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%	0.0%	0.0%
Total	0.0%	33.1%	0.0%	0.0%	66.9%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 674,000					Aid ID
Federal Funds Obligated:		\$ 674,000					S002(253)
EA Number:		PE003555					FHWA or FTA
Initial Obligation Date:		1/4/2024					FHWA
EA End Date:		5/31/2027					FMIS or TRAMS
Known Expenditures:		\$ 98,142					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	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	July 2024	Last MTIP Amend Num	AM24-18-JUL2
Last Amendment Action	COMBINE/ADD PHASE: Combine \$1,347,000 from Key 22906 and add Construction phase						

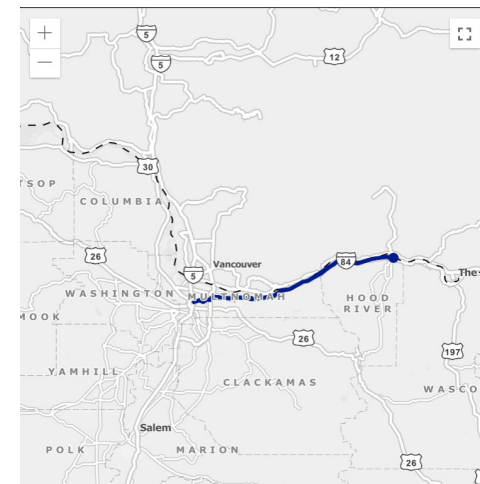
Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	I-84	0.41		64.44		64.03	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No. However, note that most of the project limits are outside of the Metro MPA boundary area. MTIP mapping may only reflect the project on I-84 out tot he easter MPA boundary.								
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
						X		
Notes:								

Fund Codes References

HB2017	Approved state funds from the Oregon Legislature HB2017. The state transportation funding provides a significant investment to the transportation system and supports various types of system upgrades.
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.

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



Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	YS30	Highway Safety Imp Program IIJA	100.00%	674,000.00	100.00%	674,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	674,000.00		674,000.00		0.00		0.00
RW	S070	HB2017 Funding Package	0.00%	0.00	0.00%	0.00	100.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIJA	0.00%	0.00	100.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals		0.00%	0.00		0.00		0.00		0.00
CN	S070	HB2017 Funding Package	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	YS30	Highway Safety Imp Program IIJA	100.00%	1,360,000.00	100.00%	1,360,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	1,360,000.00		1,360,000.00		0.00		0.00
Grand Totals				2,034,000.00		2,034,000.00		0.00		0.00



Metro

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

MTIP Admin Modification

ADVANCE PHASE

Advance Construction phase from
FFY 2026 to FFY 2025

Project #5**Project Name:****N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave****Project Details Summary**

ODOT Key #	22133	RFFA ID:	50385	RTP ID:	11842	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71127	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-14-APR1		STIP Amendment ID:		24-27-2519	

Summary of Amendment Changes Occurring:

The admin mod advances the construction phase from FFY 2026 to FFY 2025 enabling construction to obligate before the end of FFY 2025.

Why Changes May Proceed Administratively:

Advancing a phase within constrained years may occur administratively.

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

Short Description:

Construct/Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.

MTIP Detailed Description (Internal Metro use only):

In north Portland on North Willamette Blvd from North Richmond Ave south to North Rosa Parks Ave, Construct & enhance existing bike lanes from Rosa Parks to Ida and extend bike lanes from Ida to Richmond, plus include intersection improvements to enhance pedestrian safety and transit access through the North Willamette Blvd corridor.

STIP Description:

Construct and enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida, and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Active Transportation/ Complete Streets	Active Trans - Bicycle		Protected Bicycle				Capital Improvement		
	Active Trans - Pedestrian		Crossing Treatments						
	Active Trans - Motor Vehicle		System Management and Operations						
	Active Trans - Transit		Capital Passenger Facilities						
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									
STBG-U	Z230	2022		\$ 1,185,333					\$ 1,185,333
STBG-U	Y230	2024			\$ 13,460				\$ 13,460
STBG-U	Y230	2026					\$ 3,225,802		\$ -
STBG-U	Y230	2025					\$ 3,225,802		\$ 3,225,802
Federal Totals:			\$ -	\$ 1,185,333	\$ 13,460	\$ -	\$ 3,225,802	\$ -	\$ 4,424,595
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	2022		\$ 135,667					\$ 135,667
Local	Match	2024			\$ 1,541				\$ 1,541
Local	Match	2026					\$ 369,207		\$ -
Local	Match	2025					\$ 369,207		\$ 369,207
Other	OTH0	2026					\$ 1,139,991		\$ -
Other	OTH0	2025					\$ 1,139,991		\$ 1,139,991
Local Totals:			\$ -	\$ 135,667	\$ 1,541	\$ -	\$ 1,509,198	\$ -	\$ 1,646,406

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,321,000	\$ 15,001	\$ -	\$ 4,735,000	\$ -	\$ 6,071,001
Amended Programming Totals	\$ -	\$ 1,321,000	\$ 15,001	\$ -	\$ 4,735,000	\$ -	\$ 6,071,001
Total Estimated Project Cost							\$ 6,071,001
Total Cost in Year of Expenditure:							\$ 6,071,001
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ 135,667	\$ 1,541	\$ -	\$ 369,207	\$ -	\$ 506,415
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,185,333	\$ 13,460	\$ -	\$ 3,225,802	\$ -	\$ 4,424,595
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 135,667	\$ 1,541	\$ -	\$ 1,509,198	\$ -	\$ 1,646,406
Total	\$ -	\$ 1,321,000	\$ 15,001	\$ -	\$ 4,735,000	\$ -	\$ 6,071,001
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	68.13%	0.0%	72.88%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	10.27%	10.27%	0.0%	31.9%	0.0%	27.12%
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%	19.5%	0.2%	0.0%	53.1%	0.00%	72.88%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	2.2%	0.03%	0.0%	24.9%	0.00%	27.1%
Total	0.0%	21.8%	0.2%	0.0%	78.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,321,000	\$ 15,001				Aid ID
Federal Funds Obligated:		\$ 1,185,333	\$ 13,460				5900(321)
EA Number:		PE003398	R9814000				FHWA or FTA
Initial Obligation Date:		4/19/2022	4/1/2024				FHWA
EA End Date:		4/30/2026	4/30/2026				FMIS or TRAMS
Known Expenditures:		\$ 744,639	\$ 203				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	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	August 2024	Last MTIP Amend Num	AM24-21-AUG3
Last Amendment Action	Combine UR phase with \$44,865 of STBG-U plus match into Construction phase in FFY 2026						

Project Location References						
On State Highway	Yes/No	Route	MP Begin		MP End	
	Yes	Not Applicable	Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	N. Willamette Blvd		N. Rosa Parks Ave		N. Richmond Ave	

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

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

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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

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.
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)

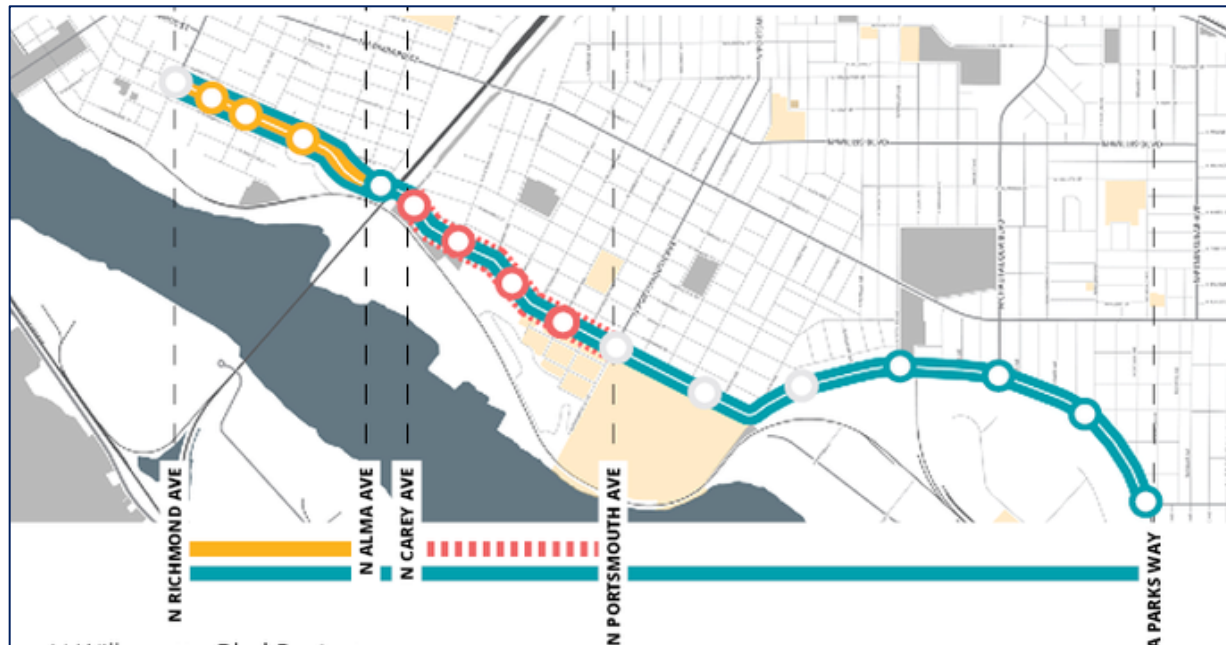
Key Number: **22133**

2024-2027 STIP

Project Name: **N Willamette Blvd ATC: N Rosa Parks Ave - N**

(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	Z230	STP >200K	100.00%	1,321,000.00	89.73%	1,185,333.30	0.00%	0.00	10.27%	135,666.70
	PE Totals		100.00%	1,321,000.00		1,185,333.30		0.00		135,666.70
RW	Y230	STBG Urban - populations greater than 200,000 IJJA	100.00%	15,000.00	89.73%	13,459.50	0.00%	0.00	10.27%	1,540.50
	RW Totals		100.00%	15,000.00		13,459.50		0.00		1,540.50
UR	Z230	STP >200K	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals		0.00%	0.00		0.00		0.00		0.00
CN	OTH0	OTHER THAN STATE OR	24.08%	1,139,991.00	0.00%	0.00	0.00%	0.00	100.00%	1,139,991.00
	Y230	STBG Urban - populations greater than 200,000 IJJA	75.92%	3,595,009.00	89.73%	3,225,801.58	0.00%	0.00	10.27%	369,207.42
	CN Totals		100.00%	4,735,000.00		3,225,801.58		0.00		1,509,198.42
Grand Totals				6,071,000.00		4,424,594.38		0.00		1,646,405.62



N Willamette Blvd Projects

Quick Build Bike Lane Extension Project

Stripes buffered bike lanes adjacent to curb to close gap. Removes on-street parking.

Construction: 2024

○ Crossing Improvement

Paving and Striping Maintenance Project

Restores pavement (grind and overlay); stripes buffered bike lanes adjacent to curb, constructs ADA curb ramps. Removes on-street parking.

Construction 2023-24

○ Crossing Improvement

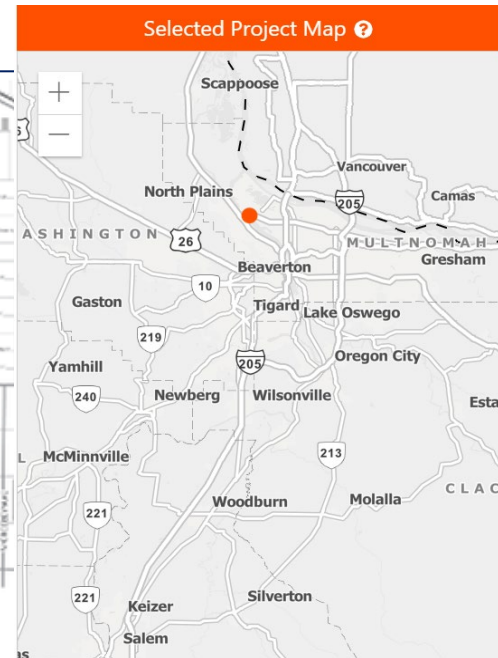
N Willamette Blvd Active Transportation Corridor Project

Adds concrete traffic separators to protect bike lanes, crossing improvements, better bus stops, speed cushions. Removes on-street parking.

Construction 2025-26

○ Crossing Improvement

○ Existing Marked Crosswalks



More frequent, safer crossings:

Today, there are few improved crossings along N Willamette Blvd. This project will build on citywide policy and guidance outlined in the PedPDX Plan and Vision Zero Strategy to add new, frequently spaced pedestrian crossings along the entire stretch of the corridor. The highest level of investment will focus on crossings with bus stops that are identified on the Safe Routes to School network, and at the intersection of existing and future bikeways.

New and Improved Crossings:

New and Improved Crossing	Funding Source
N Mohawk Ave – new crossing	North Portland in Motion (NOPIM)
N Tyler Ave – new crossing	North Portland in Motion (NOPIM)
N Macrum Ave – new crossing	North Portland in Motion (NOPIM)
N Wall St – new crossing	North Portland in Motion (NOPIM)
N Monteith – new crossing	North Portland in Motion (NOPIM)
N Edgewater – crossing upgrade	North Portland in Motion (NOPIM)
N Ida Ave – transit and crossing upgrades	Regional Flexible Funding Grant (RFFA)
N Woolsey Ave - transit and crossing upgrades	Regional Flexible Funding Grant (RFFA)
N Chautauqua Blvd - transit and crossing upgrades	Regional Flexible Funding Grant (RFFA)
N Wabash – transit and crossing upgrades	Regional Flexible Funding Grant (RFFA)
N Rosa Parks – major crossing upgrade	Regional Flexible Funding Grant (RFFA)

Safer vehicle speeds:

We have heard time and time again about excessive vehicle speeds along N Willamette Blvd. In addition to reducing the speed limit along the entire corridor from 30mph to 25mph ahead of project delivery, PBOT plans to add fire-friendly speed cushions to the entire project footprint (N Richmond Avenue to N Rosa Parks Way).



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



N Willamette Blvd Bikeway

Zoom to

This project (RTP # 11842) is in the **Walking + Biking** investment group. It will start at **N Rosa Parks Way** and end at **N Richmond Ave**. It is owned by **Portland** and is in **Multnomah County**.

Description: Enhance existing bikeway from Rosa Parks to Ida by adding protection and extend protected bikeway to Richmond. Incorporate pedestrian safety and access to transit improvements throughout the project.

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

This project **does** address a **multimodal gap** in the transportation system.

Project Time Frame: 2023-2030

Estimated Cost: \$6,000,000

This project is in the **financially constrained** list.

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

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

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

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

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

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

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