



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

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

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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	<b>ADD PHASES:</b> 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	<b>ADD PHASES:</b> Cancel/Split Other phase and create PE + Construction phases with the Other phase funding. Perthe 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)	<b>COST DECREASE:</b> Reduce Cons by \$4,570,198 as a result from lower construction bids
22773	ODOT	I-84: I-5 - Hood River	<b>CANCEL PHASE</b> Cancel ROW phase and shift funds to Construction
22133	Portland	N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	<b>ADVANCE PHASE</b> 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](mailto: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**

<b>Project Name:</b>	<b>Leading Pedestrian Intervals &amp; Smart Detections - Beaverton Citywide</b>
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**Project Details Summary**

<b>ODOT Key #</b>	<b>Beaverton</b>	RFFA ID:	N/A-TSMO	RTP ID:	11104	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71403</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM25-14-APR1</b>		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:	<b>Beaverton</b>	Applicant:	Beaverton	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	<b>Yes</b>	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										
<del>STBG-U</del>	<del>Y230</del>	<del>2026</del>						<del>\$ 1,938,941</del>	\$ -	
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	
<del>Local</del>	<del>Match</del>	<del>2026</del>						<del>\$ 221,920</del>	\$ -	
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:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,160,861</del>	\$ 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:								

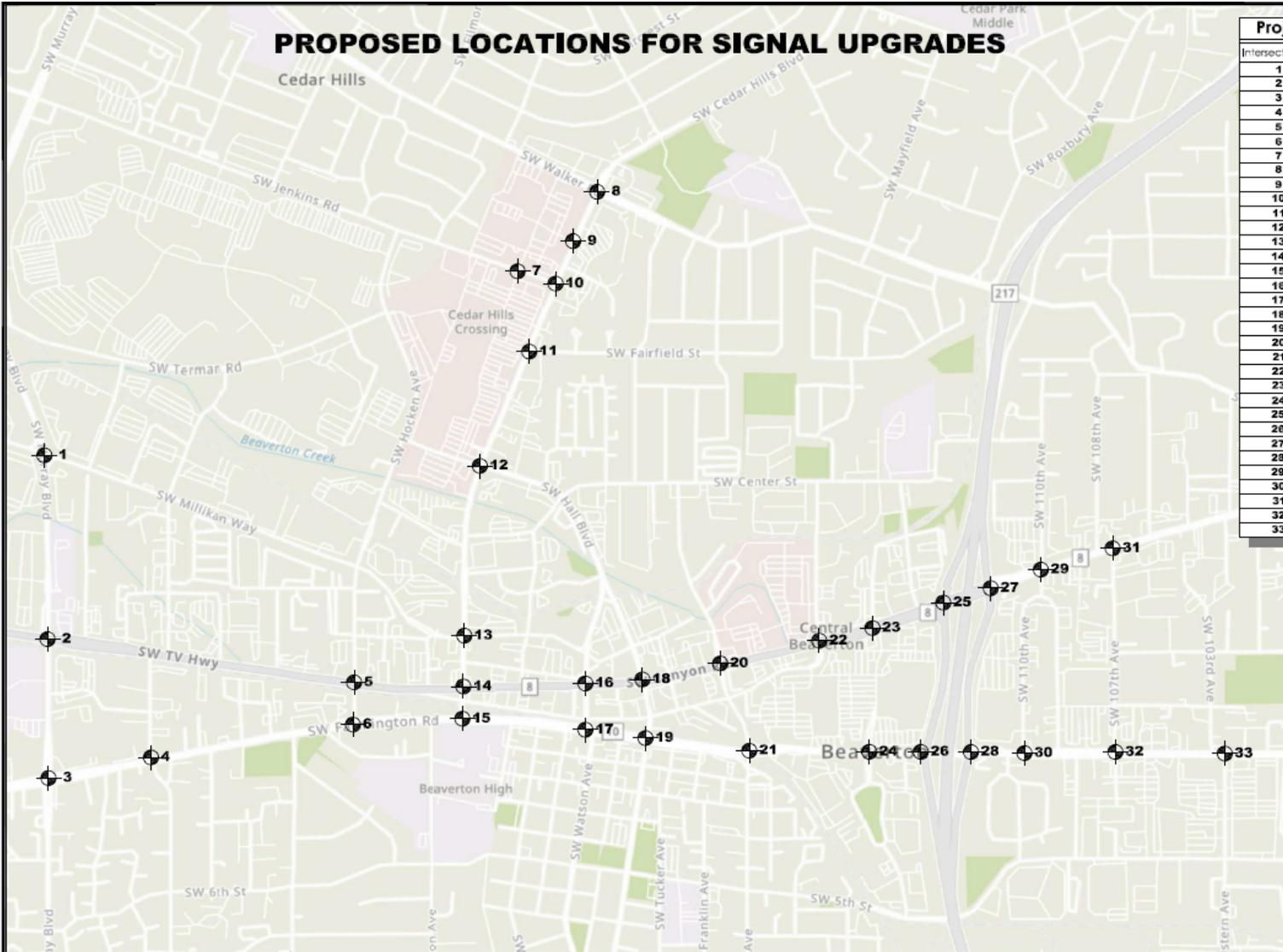
Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant 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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
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**

<b>Fund Codes</b>										
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 IJA	100.00%	600,000.00	89.73%	538,380.00	0.00%	0.00	10.27%	61,620.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>600,000.00</b>		<b>538,380.00</b>		<b>0.00</b>		<b>61,620.00</b>
CN	Y230	STBG Urban - populations greater than 200,000 IJA	100.00%	1,395,861.00	89.73%	1,252,506.08	0.00%	0.00	10.27%	143,354.92
	<b>CN Totals</b>		<b>100.00%</b>	<b>1,395,861.00</b>		<b>1,252,506.08</b>		<b>0.00</b>		<b>143,354.92</b>
OT	Y230	STBG Urban - populations greater than 200,000 IJA	100.00%	165,000.00	89.73%	148,054.50	0.00%	0.00	10.27%	16,945.50
	<b>OT Totals</b>		<b>100.00%</b>	<b>165,000.00</b>		<b>148,054.50</b>		<b>0.00</b>		<b>16,945.50</b>
<b>Grand Totals</b>						<b>1,938,940.58</b>		<b>0.00</b>		<b>221,920.42</b>

# PROPOSED LOCATIONS FOR SIGNAL UPGRADES



Project Traffic Signal Intersections	
Intersection #	Intersection Name
1	SW Murray Blvd and SW Millikan Way
2	SW Murray Blvd and SW TV Hwy
3	SW Murray Blvd and SW Farmington Rd
4	SW Farmington Rd and SW 142nd Ave
5	SW TV Hwy and SW Hocken Ave
6	SW Farmington Rd and SW Hocken Ave
7	SW Jenkins Rd and SW Mall
8	SW Cedar Hills and SW Walker Rd
9	SW Cedar Hills and SW Mall
10	SW Cedar Hills and SW Jenkins Rd
11	SW Cedar Hills and SW Fairfield St
12	SW Cedar Hills and SW Hall Blvd
13	SW Cedar Hills and SW Millikan Way
14	SW Cedar Hills and SW Canyon Rd
15	SW Cedar Hills and SW Farmington Rd
16	SW Canyon Rd and SW Watson Ave
17	SW Farmington Rd and SW Watson Ave
18	SW Canyon Rd and SW Hall Blvd
19	SW Farmington Rd and SW Hall Blvd
20	SW Canyon Rd and SW Lombard Ave
21	SW Farmington Rd and SW Lombard Ave
22	SW Canyon Rd and SW 117th Ave
23	SW Canyon Rd and SW 115th Ave
24	SW BH Hwy and SW Griffith Dr
25	SW Canyon Rd and Hwy 217 SB Ramps
26	SW BH Hwy and Hwy 217 SB Ramps
27	SW Canyon Rd and Hwy 217 NB Ramps
28	SW BH Hwy and SW Hwy 217 NB Ramps
29	SW Canyon Rd and SW 110th Ave
30	SW BH Hwy and SW 110th Ave
31	SW Canyon Rd and SW 107th Ave
32	SW BH Hwy and SW 107th Ave
33	SW BH Hwy and SW Western Ave



**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**

<b>Project Name:</b>	<b>Clackamas Countywide Traffic Signal Safety Upgrade</b>
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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
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2026</del>						<del>\$ 933,192</del>	\$ -
STBG-U	Y230	2026		\$ 328,412					\$ 328,412
STBG-U	Y230	2027					\$ 604,780		\$ 604,780
<b>Federal Totals:</b>			\$ -	\$ 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
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local (Y230)</del>	<del>Match</del>	<del>2026</del>						<del>\$ 106,808</del>	\$ -
Local (Y230)	Match	2026		\$ 37,588					\$ 37,588
Local (Y230)	Match	2027					\$ 69,220		\$ 69,220
<b>Local Totals:</b>			\$ -	\$ 37,588	\$ -	\$ -	\$ 69,220	\$ -	\$ 106,808

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,040,000</del>	\$ 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%	<b>100.0%</b>
Amended Phase Matching Funds:	\$ -	\$ 37,588	\$ -	\$ -	\$ 69,220	\$ -	\$ <b>106,808</b>
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	0.00%	<b>10.27%</b>

**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
<b>Total</b>	\$ -	\$ 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%
<b>Total</b>	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%
<b>Total</b>	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:								





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**

<b>Project Name:</b>	<b>Morrison St.: Morrison (Willamette River) Bridge (Portland)</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>21884</b>	RFFA ID:	N/A	RTP ID:	12092	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71202</b>	CDS ID:	N/A	Bridge #:	02758	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM25-14-APR1</b>		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:	<b>Multnomah County</b>	Applicant:	Multnomah County	Administrator:	ODOT
Certified Agency Delivery:	<b>Yes</b>	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
<b>Federal Funds</b>									
State STBG	Y230	2023		\$ 1,604,929					\$ 1,604,929
<del>State STBG</del>	<del>Y240</del>	<del>2025</del>					<del>\$ 6,477,527</del>		\$ -
HIP	Y110	2025					\$ 2,376,688		\$ 2,376,688
<b>Federal Totals:</b>			\$ -	\$ 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
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**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
<del>Local (St STBG)</del>	<del>Match</del>	<del>2023</del>					<del>\$ 741,382</del>		\$ -
Local (Y110)	Match	2025					\$ 272,023		\$ 272,023
<b>Local Totals:</b>			\$ -	\$ 183,691	\$ -	\$ -	\$ 272,023	\$ -	\$ 455,714

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 1,788,620	\$ -	\$ -	<del>\$ 7,218,909</del>	\$ -	<del>\$ 9,007,529</del>
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	Length	
	No	Not Applicable	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	Notes
						X		
Notes:								

### Fund Codes References

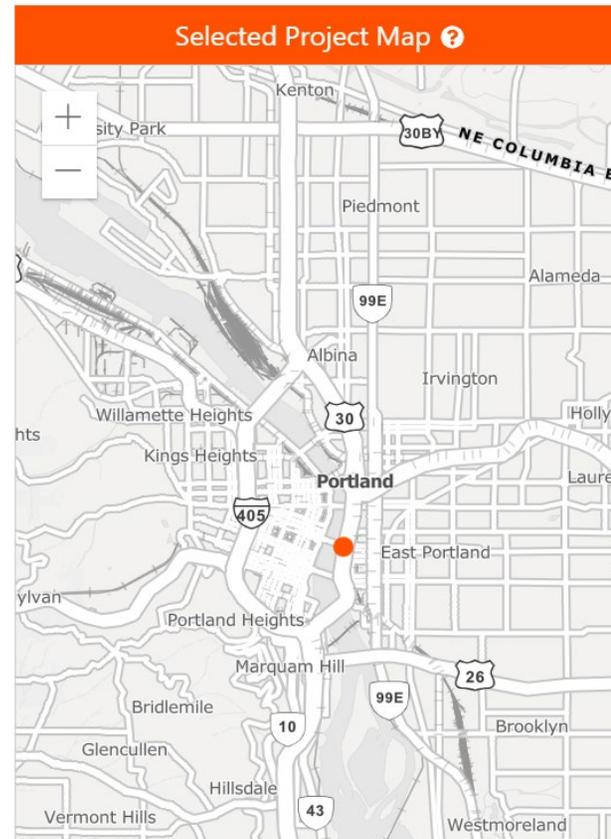
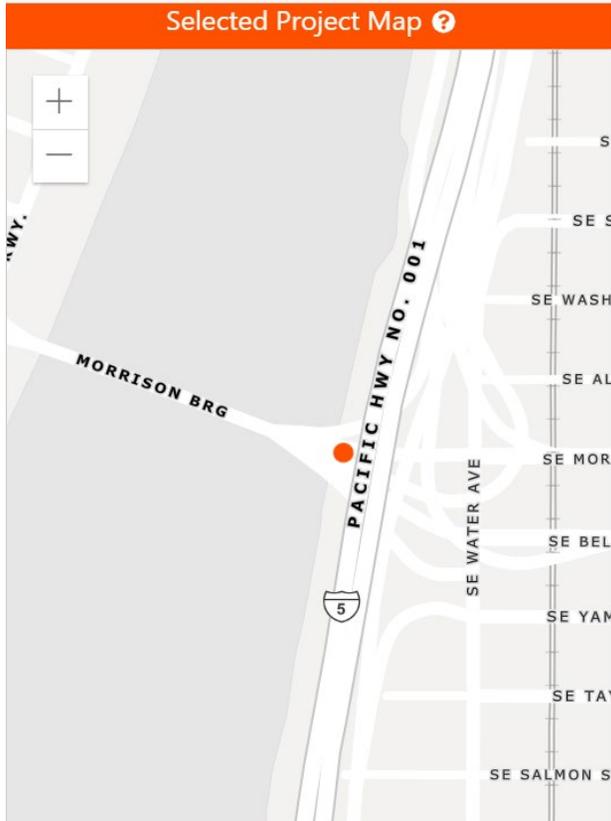
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging 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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- <b>Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</b></li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>

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
	<b>PE Totals</b>		<b>100.00%</b>	<b>1,788,620.00</b>		<b>1,604,928.73</b>		<b>0.00</b>		<b>183,691.27</b>
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
	<b>CN Totals</b>		<b>100.00%</b>	<b>2,648,710.67</b>		<b>2,376,688.08</b>		<b>0.00</b>		<b>272,022.59</b>
<b>Grand Totals</b>				<b>4,437,330.67</b>		<b>3,981,616.81</b>		<b>0.00</b>		<b>455,713.86</b>





**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**

<b>Project Name:</b>	<b>I-84: I-5 - Hood River</b>
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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
<b>Federal Funds</b>									
HSIP	YS30	2024		\$ 674,000					\$ 674,000
<del>HSIP</del>	<del>YS30</del>	<del>2025</del>			<del>\$ 11,989</del>				\$ -
<del>HSIP</del>	<del>YS30</del>	<del>2025</del>					<del>\$ 1,212,300</del>		\$ -
HSIP	YS30	2025					\$ 1,360,000		\$ 1,360,000
<b>Federal Totals:</b>			\$ -	\$ 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
<del>HB2017</del>	<del>S070</del>	<del>2025</del>			<del>\$ 1,011</del>				\$ -
<del>HB2017</del>	<del>S070</del>	<del>2025</del>					<del>\$ 134,700</del>		\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 674,000	<del>\$ 13,000</del>	\$ -	<del>\$ 1,347,000</del>	\$ -	\$ 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.

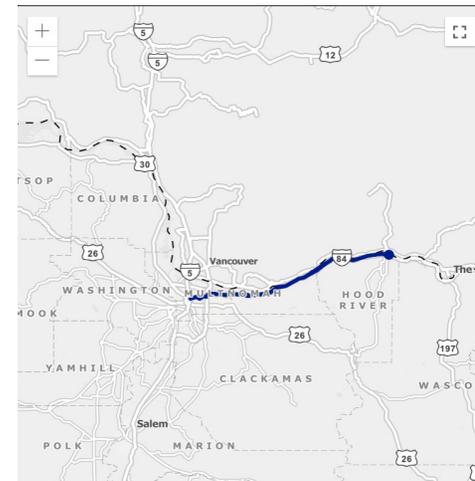
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
						X		
Notes:								

**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	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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
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 IJJA	100.00%	674,000.00	100.00%	674,000.00	0.00%	0.00	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>674,000.00</b>		<b>674,000.00</b>		<b>0.00</b>		<b>0.00</b>
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 IJJA	0.00%	0.00	100.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>RW Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
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 IJJA	100.00%	1,360,000.00	100.00%	1,360,000.00	0.00%	0.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>1,360,000.00</b>		<b>1,360,000.00</b>		<b>0.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>2,034,000.00</b>		<b>2,034,000.00</b>		<b>0.00</b>		<b>0.00</b>



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**

<b>Project Name:</b>	<b>N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave</b>
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Project Details Summary							
<b>ODOT Key #</b>	<b>22133</b>	RFFA ID:	50385	RTP ID:	11842	2023 RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71127</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>AM25-14-APR1</b>		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.

<b>Lead Agency:</b>	<b>Portland</b>	<b>Applicant:</b>	Portland	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	<b>Yes</b>	<b>Non-Certified Agency Delivery:</b>	No	<b>Direct Recipient Delivery:</b>	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
<b>Federal Funds</b>									
STBG-U	Z230	2022		\$ 1,185,333					\$ 1,185,333
STBG-U	Y230	2024			\$ 13,460				\$ 13,460
<del>STBG-U</del>	<del>Y230</del>	<del>2026</del>					<del>\$ 3,225,802</del>		\$ -
<b>STBG-U</b>	<b>Y230</b>	<b>2025</b>					<b>\$ 3,225,802</b>		<b>\$ 3,225,802</b>
<b>Federal Totals:</b>			\$ -	\$ 1,185,333	\$ 13,460	\$ -	\$ 3,225,802	\$ -	<b>\$ 4,424,595</b>

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ -</b>

**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
<del>Local</del>	<del>Match</del>	<del>2026</del>					<del>\$ 369,207</del>		\$ -
<b>Local</b>	<b>Match</b>	<b>2025</b>					<b>\$ 369,207</b>		<b>\$ 369,207</b>
<del>Other</del>	<del>OTH0</del>	<del>2026</del>					<del>\$ 1,139,991</del>		\$ -
<b>Other</b>	<b>OTH0</b>	<b>2025</b>					<b>\$ 1,139,991</b>		<b>\$ 1,139,991</b>
<b>Local Totals:</b>			\$ -	\$ 135,667	\$ 1,541	\$ -	\$ 1,509,198	\$ -	<b>\$ 1,646,406</b>

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	Length	
	Yes	Not Applicable	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	Notes
	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"> <li>- Fiscal constraint is not impacted by the change</li> <li>- Air quality in not impacted as a result of the change</li> <li>- A capacity changes is not occurring which would impact the Metro Motor Vehicle transportation modeling network.</li> <li>- The project change does not involve canceling the project or construction phase from he MTIP .</li> </ul>
Completing Project Cost Changes	<p>Project Cost changes may occur administratively as follows:</p> <ul style="list-style-type: none"> <li>- Cost decreases; Any amount as long as it does not include a major scope change, or location plus limits update.</li> <li>- Cost increases for projects up to \$1 million dollars: The administrative threshold is 50% for these projects.</li> <li>- Cost increases for projects between \$1 million and \$5 million: The administrative threshold is 30% for these projects.</li> <li>- Cost increases for projects over \$5 million dollars: The administrative threshold is 20% for these projects.</li> </ul>
Advancing or Slipping Phases	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)

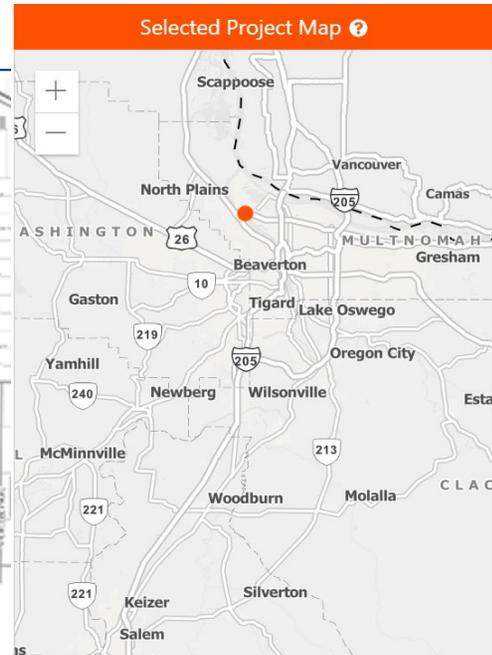
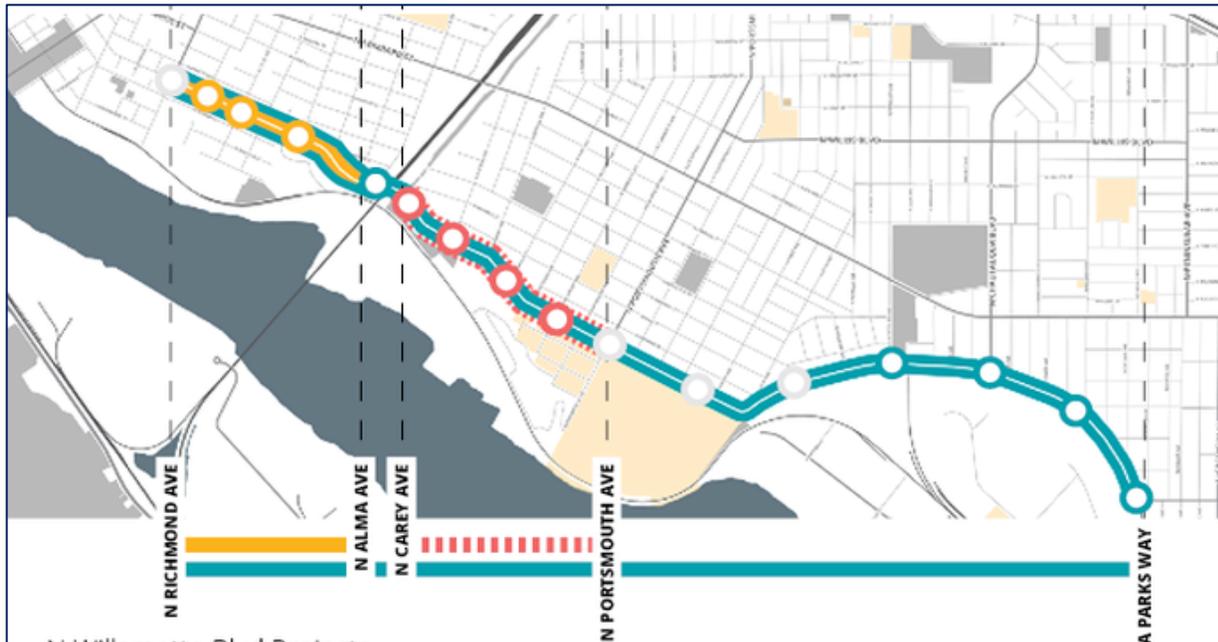
**Key Number: 22133**

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
	<b>PE Totals</b>		<b>100.00%</b>	<b>1,321,000.00</b>		<b>1,185,333.30</b>		<b>0.00</b>		<b>135,666.70</b>
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
	<b>RW Totals</b>		<b>100.00%</b>	<b>15,000.00</b>		<b>13,459.50</b>		<b>0.00</b>		<b>1,540.50</b>
UR	Z230	STP >200K	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	<b>UR Totals</b>		<b>0.00%</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>
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
	<b>CN Totals</b>		<b>100.00%</b>	<b>4,735,000.00</b>		<b>3,225,801.58</b>		<b>0.00</b>		<b>1,509,198.42</b>
<b>Grand Totals</b>				<b>6,071,000.00</b>		<b>4,424,594.38</b>		<b>0.00</b>		<b>1,646,405.62</b>



**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.

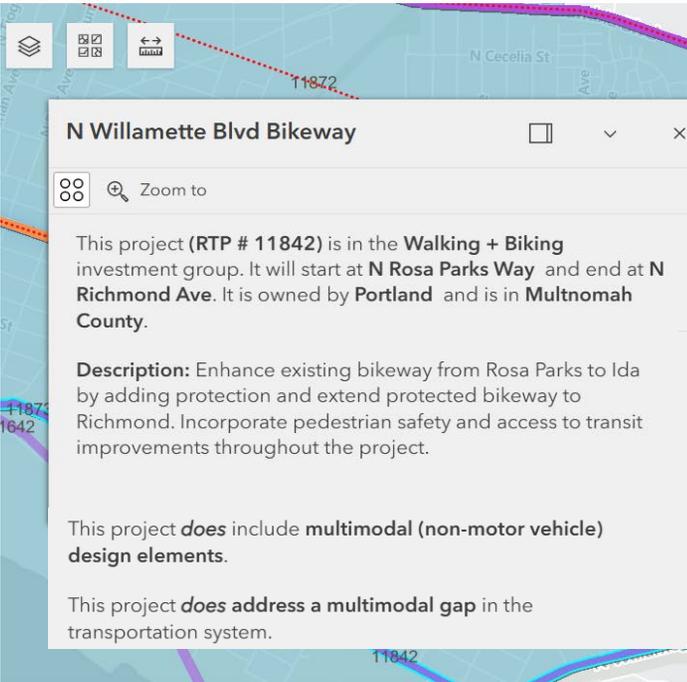
### New and Improved Crossings:

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).





**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**.

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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**.