

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 27, 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 May 2025 Admin Mod #2, AM25-19-MAY2

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting the Metro approved FFY 2025 May #2 administrative modification for review and inclusion in the STIP. The May #2 Admin Mod is under amendment number AM25-19-MAY2 and contains 5 projects.

Key	Lead Agency	Name	Change
23251	Portland Parks	North Portland Greenway: Columbia Blvd to Cathedral Park	FUND SWAP: Split \$2.934 million and transfer to Key 18832 per prior RFFA approval award agreement
18832	Portland Parks	Willamette Greenway Trail: Columbia Blvd Bridge	FUND SWAP: Add \$2.934 million of STBG and TA-U funds from Key 23251 per RFFA Step 2 award agreement. The fund shift enables the 3-party IGA to move forward.
23221	Metro	Freight and Economic Development Planning (FFY 2025-27)	DECREASE FUNDS: Reduce authorized funding by \$22,615 as part of SFY 2026 UPWP reconciliation action
23588	Metro	Climate Smart Implementation Program Reserve	DECREASE FUNDS: Reduce authorized: funding by \$247,291 as part of the SFY 2026 UPWP reconciliation
23219	Metro	Next Corridor Planning (FFY 2025-27)	ADD FUNDS: Increase authorized funding by \$151,591 as part of the SFY 2026 UPWP reconciliation

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. The fund shift from Key 23251 to 18832 is in compliance with the 2025-27 RFFA Step award agreement that authorized the \$2.934 million to be shifted to Key 18832. No further Metro approvals are required to complete this action.

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 May #2 Administrative Modification to the 2024-27 MTIP.

Kenneth F. Lobeck
Funding Programs Lead
Metro
600 NE Grand Avenue
Portland, OR 97230



Metro

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

MTIP Admin Modification

FUND SWAP

Shift \$2.934 million of STBG plus
match to Key 18832

Project #1**Project Name:****North Portland Greenway: Columbia Blvd to Cathedral Park****Project Details Summary**

ODOT Key #	23251	RFFA ID:	50455	RTP ID:	11641	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71282	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-19-MAY2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The admin mod transfers pre-approved \$2.934 million of STBG to Greenway Columbia Bridge project in Key 18832. This appears to leave Key 23251 short programmed in the construction. Metro and the ODOT LAL will be working with Portland Parks as to how they will backfill the funding shortfall.

Why Changes May Proceed Administratively:

The funds have been previously approved as part of the 2024-27 RFFA call to be transferred to Key 18832 to support funding shortfall needs in this project.

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

Short Description:

~~Provides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting greenway wayfinding and placemaking elements for added safety~~

In North Portland, address gaps in the N. Portland Greenway commuter trail from Columbia Blvd to Cathedral Park by constructing new bike/ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, pave multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security, plus lighting and regulatory signage for wayfinding

MTIP Detailed Description (Internal Metro use only):

Address gaps in the North Portland Greenway by constructing new bike/ped bridge over N. Columbia Blvd, new greenway connections on N. Reno Ave, N. Bruce Ave, and N. Catlin Ave, and paved multiuse trail in between Baltimore Woods Natural Area and Cathedral Park to increase safety and security for people. Bridge and multiuse trail approaches will contain pedestrian-scale lighting and regulatory signage for wayfinding; both will be separated from cars.

2025-27 RFFA Step 2 awarded project with up to \$2,934,002 million of awarded federal to be committed as needed to Key 18832.

STIP Description:

Provides pedestrian and bicycle commuter trail upgrades to fill in trail gaps plus street and trail lighting, greenway, way-finding, and place-making elements for added safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-Use Path	New Trail/ Path	Capital Improvement
		Reconstruction of Trail/Path	
ODOT Work Type:	BIKPED		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-U	Y301	2027		\$ 722,077					\$ 722,077
TA-U	Y301	2029			\$ 219,643				\$ 219,643
STBG-U	Y230	2029					\$ 2,115,607		\$ -
TA-U	Y301	2029					\$ 1,289,443		\$ -
TA-U	Y301	2029					\$ 471,048		\$ 471,048
TA-U	Y301	2029						\$ 514,378	\$ 514,378
Federal Totals:			\$ -	\$ 722,077	\$ 219,643	\$ -	\$ 471,048	\$ 514,378	\$ 1,927,146
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local (Y301)	Match	2027		\$ 82,645					\$ 82,645
Other	OTH0	2027		\$ 273,973					\$ 273,973
Local (Y301)	Match	2029			\$ 25,139				\$ 25,139
Other	OTH0	2029			\$ 244,782				\$ 244,782
Local (Y230)	Match	2029					\$ 242,083		\$ -
Local (Y301)	Match	2029					\$ 147,583		\$ -
Local (Y301)	Match	2029					\$ 53,914		\$ 53,914
Other	OTH0	2029					\$ 1,437,025		\$ 1,437,025
Local (Y301)	Match	2029						\$ 58,873	\$ 58,873
Other	OTH0	2029						\$ 573,251	\$ 573,251
Local Totals:			\$ -	\$ 356,618	\$ 269,921	\$ -	\$ 1,490,939	\$ 632,124	\$ 2,749,602
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 1,078,695	\$ 489,564	\$ -	\$ 5,231,741	\$ 1,146,502	\$ 7,946,502
Amended Programming Totals			\$ -	\$ 1,078,695	\$ 489,564	\$ -	\$ 1,961,987	\$ 1,146,502	\$ 4,676,748
Total Estimated Project Cost									\$ 4,676,748
Total Cost in Year of Expenditure:									\$ 4,676,748

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project may be short programmed in the construction phase now.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (3,269,754)	\$ -	\$ (3,269,754)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-62.5%	0.0%	-41.1%
Amended Phase Matching Funds:	\$ -	\$ 82,645	\$ -	\$ -	\$ 53,914	\$ 58,873	\$ 195,432
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	9.10%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 722,077	\$ 219,643	\$ -	\$ 471,048	\$ 514,378	\$ 1,927,146
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 356,618	\$ 269,921	\$ -	\$ 1,490,939	\$ 632,124	\$ 2,749,602
Total	\$ -	\$ 1,078,695	\$ 489,564	\$ -	\$ 1,961,987	\$ 1,146,502	\$ 4,676,748
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	66.9%	44.9%	0.0%	24.01%	44.9%	41.21%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	33.1%	55.1%	0.0%	76.0%	55.1%	58.79%
Total	0.0%	100.0%	100.0%	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%	15.4%	4.7%	0.0%	10.1%	11.00%	41.21%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	7.6%	5.8%	0.0%	31.9%	13.52%	58.8%
Total	0.0%	23.1%	10.5%	0.0%	42.0%	24.5%	100.00%


Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Fed-Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS pr TrAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2031
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	AM25-08-FEB2
Last Amendment Action	Combine Planning phase funding into PE. A planning phase is not required. PE is anticipated to start in FFY 2027 after Key 18832 is well into construction.						

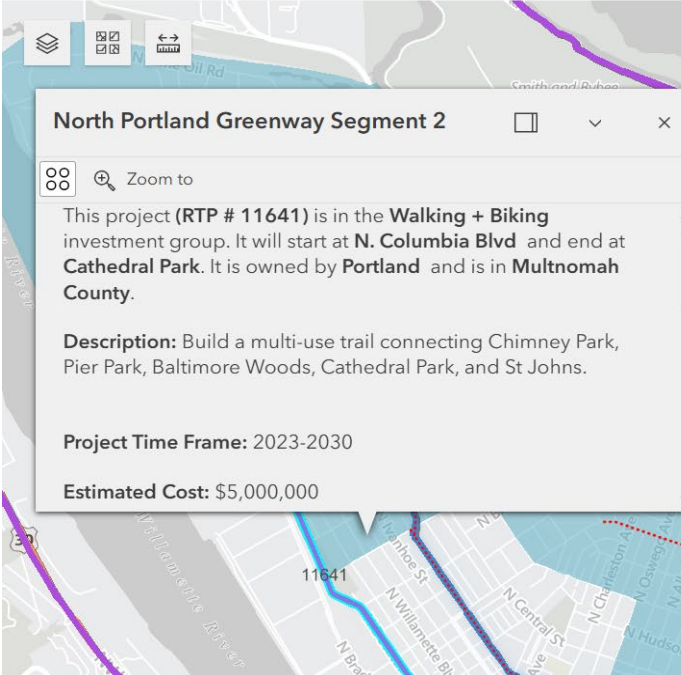
Are There Changes in Performance Measures or Geo Spatial Data

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	No Portland Greenway Tr		North Columbia Blvd			Cathedral Park		
Districts								
County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District	Council District 5	
State Representative District		44	State Senate District		22	Congressional Rep District		3
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:								


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



North Portland Greenway Segment 2

Zoom to

This project (RTP # 11641) is in the **Walking + Biking** investment group. It will start at **N. Columbia Blvd** and end at **Cathedral Park**. It is owned by **Portland** and is in **Multnomah County**.

Description: Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.

Project Time Frame: 2023-2030

Estimated Cost: \$5,000,000

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**.

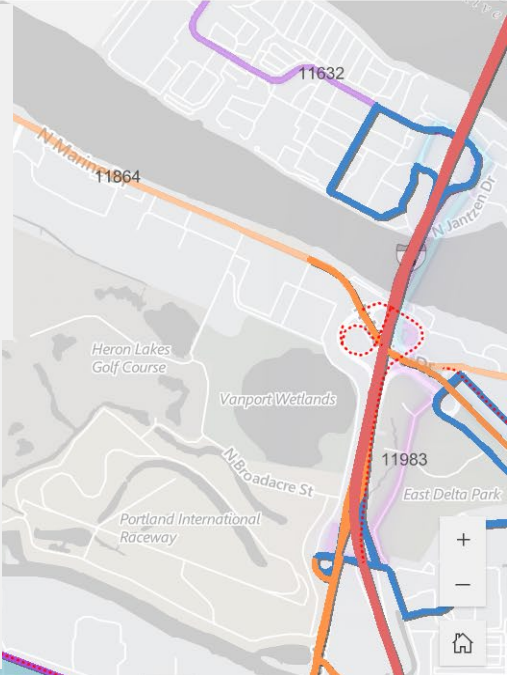
This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

This project **does not** address a **multimodal gap** in the transportation system.



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
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality 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 .
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.

A156-G092921

**ODOT Delivered Federal Project
On Behalf of City of Portland**

Project Name: Willamette Greenway Trail: Columbia Blvd Bridge
Key Number: 18832

THIS AGREEMENT ("Agreement") is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT," the CITY OF PORTLAND, Parks and Recreation Bureau, acting by and through its elected officials, hereinafter referred to as "City," and METRO, a municipal corporation established pursuant to Oregon law and the Metro Charter hereinafter referred to as "Metro," herein referred to individually as "Party" or collectively as "Parties."

- a. The Total Project Cost is estimated at \$10,089,212, which is subject to change. Federal funds for this Project are limited to \$4,514,513.
- b. Metro Park and Nature funds for this Project are limited to an amount not to exceed \$1,900,000. Metro 2019 Natural Areas Bond.
- c. City as the lead local agency, is responsible for all remaining Project costs, including any non-participating costs, all costs in excess of the federal funds and Metro Funds, and the 10.27 percent match for all eligible costs. Any unused funds obligated to this Project will not be paid out by State, and will not be available for use by Local Agency for this Agreement or any other projects. "Total Project Cost" means the estimated cost to complete the entire Project, and includes any federal funds, state funds, local matching funds, and any other funds.

The following table shows funding available to the project:

Source	Responsible Agency	Available Funding
City of Portland 2019 Metro Parks & Nature Bond	City of Portland	3,000,000
City of Portland System Development Funds (SDC)	City of Portland	674,699
Metro Regional Flexible Funding Allocation (federal)	Metro	2,934,002
Metro 2019 Natural Areas Bond	Metro	1,900,000
ODOT Enhance Region 1 (federal)	ODOT	1,580,511
TOTAL		10,089,212
Total programmed in the STIP		8,834,131.32



Metro

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

MTIP Admin Modification

FUND SWAP
 Add \$2.934 million of STBG plus
 match from Key 23251
Project #2

Project Name:		Willamette Greenway Trail: Columbia Blvd Bridge					
Project Details Summary							
ODOT Key #	18832	RFFA ID:	N/A	RTP ID:	11640	2023 RTP Approval Date:	11/30/2023
MTIP ID:	70774	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-19-MAY2		STIP Amendment ID:		TBD	
Summary of Amendment Changes Occurring:							
The admin mod transfers pre-approved \$2.934 million of STBG from Key 23251 to the Greenway Columbia Bridge project in Key 18832. The transfer reflects a							
Why Changes May Proceed Administratively:							
The funds have been previously approved as part of the 2024-27 RFFA call to be transferred to Key 18832 to support funding shortfall needs in this project.							
Lead Agency:	Portland Parks	Applicant:	Portland Parks	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	Yes	Direct Recipient Delivery:	No		
Short Description:							
Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.							
In North Portland at the intersection of the Willamette Greenway Trail and N. Columbia Blvd, construct a bicycle and pedestrian bridge over Columbia Blvd as an gap closure for added pedestrian and bicyclists safety and to support the overall extension of the Willamette Greenway Trail from Kelly Point Park to Cathedral Park							
MTIP Detailed Description (Internal Metro use only):							
In North Portland at the intersection of the Willamette Greenway Trail and Columbia Blvd, construct a bicycle and pedestrian bridge over Columbia Blvd (estimated to be 12 wide with 2' shoulders) as an gap closure for added pedestrian and bicyclists safety and to support the overall extension of the Willamette Greenway Trail from Kelly Point Park to Cathedral Park (ODOT original funding Metro Parks, then transferred to Portland Parks with supplemental 2025-27 RFFA funds added)							

STIP Description:

Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Multi-Use Path	New Trail/ Path	Capital Improvement
		Reconstruction of Trail/Path	
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	M23E	2016		\$ 191,235					\$ 191,235
TAP > 200K	M3E1	2016		\$ 275,361					\$ 275,361
TA-U	Y301	2016		\$ 866,102					\$ 866,102
State STBG Flex	Y240	2027				\$ 247,813			\$ 247,813
STBG-U	Y230	2027					\$ 2,115,607		\$ 2,115,607
TA-U	Y301	2027					\$ 818,395		\$ 818,395
Federal Totals:			\$ -	\$ 1,332,698	\$ -	\$ 247,813	\$ 2,934,002	\$ -	\$ 4,514,513
Note: PE TAB>200K originates from MAP-21 (if not available in MTIP, use TAP-U or TA-U as the acceptable fund type code.)									
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 (M23E)	Match	2016		\$ 21,888					\$ 21,888
Local (M3E1)	Match	2016		\$ 31,516					\$ 31,516
Local (Y301)	Match	2016		\$ 99,129					\$ 99,129
Other	OTH0	2016		\$ 1,171,319					\$ -
Other	OTH0	2016		\$ 1,446,975					\$ 1,446,975
Local (Y240)	Match	2027				\$ 28,363			\$ 28,363
Other	OTH0	2027				\$ 29,148			\$ 29,148
Local (Y230)	Match	2027					\$ 242,141		\$ 242,141
Local (Y301)	Match	2027					\$ 93,669		\$ 93,669
Other	OTH0	2027					\$ 5,872,256		\$ -
Other	OTH0	2027					\$ 2,602,444		\$ 2,602,444
Local Totals:			\$ -	\$ 1,599,508	\$ -	\$ 57,511	\$ 2,938,254	\$ -	\$ 4,595,273
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,656,550	\$ -	\$ 305,324	\$ 5,872,256	\$ -	\$ 8,834,130
Amended Programming Totals			\$ -	\$ 2,932,206	\$ -	\$ 305,324	\$ 5,872,256	\$ -	\$ 9,109,786
Total Estimated Project Cost									\$ 9,109,786
Total Cost in Year of Expenditure:									\$ 9,109,786

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project may be short programmed in the construction phase now.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 275,656	\$ -	\$ -	\$ -	\$ -	\$ 275,656
Phase Change Percent:	0.0%	10.4%	0.0%	0.0%	0.0%	0.0%	3.1%
Amended Phase Matching Funds:	\$ -	\$ 152,533	\$ -	\$ 28,363	\$ 335,810	\$ -	\$ 516,706
Amended Phase Matching Percent:	N/A	10.27%	N/A	10.27%	10.27%	0.0%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,332,698	\$ -	\$ 247,813	\$ 2,934,002	\$ -	\$ 4,514,513
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,599,508	\$ -	\$ 57,511	\$ 2,938,254	\$ -	\$ 4,595,273
Total	\$ -	\$ 2,932,206	\$ -	\$ 305,324	\$ 5,872,256	\$ -	\$ 9,109,786
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	45.5%	0.0%	81.16%	49.96%	0.0%	49.56%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	54.5%	0.0%	18.84%	50.04%	0.0%	50.44%
Total	0.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.6%	0.0%	2.7%	32.2%	0.00%	49.56%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	17.6%	0.0%	0.6%	32.3%	0.00%	50.4%
Total	0.0%	32.2%	0.0%	3.4%	64.5%	0.0%	100.00%

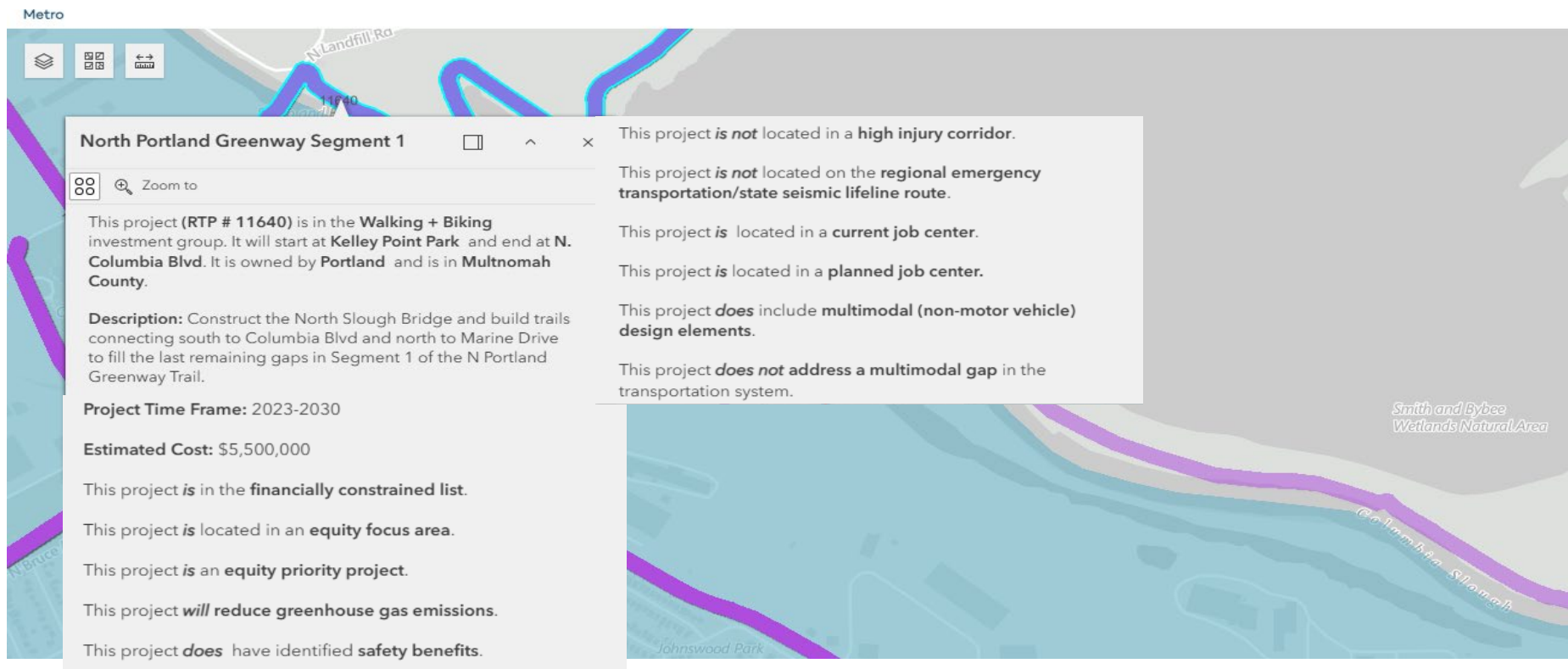
Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 2,932,206					Fed-Aid ID
Federal Funds Obligated:		\$ 1,332,698					0000(255)
EA Number:		PE002725					FHWA or FTA
Initial Obligation Date:		9/15/2016					FHWA
EA End Date:		12/31/2028					FMIS pr TrAMS
Known Expenditures:		\$ 681,703					FMIS
				Estimated Project Completion Date:		12/31/2031	
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	2015	Years Active	11	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	9	Last Amendment	Administrative	Date of Last Amendment	May 2024	Last MTIP Amend Num	AM24-14-MAY1
Last Amendment Action	PHASE SLIP: Slip UR phase from 2025 to 2027 and Construction from 2026 to 2027						

Are There Changes in Performance Measures or Geo Spatial Data

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Willamette Greenway Trai;		at North Columbia Blvd intersection			just north of N Landfill Rd		
Districts								
County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District	Council District 5	
State Representative District		44	State Senate District		22	Congressional Rep District		3
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.								

Performance Measurements Monitoring								Notes
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
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-U	TA funds that are allocated to Metro and are generally used for eligible projects awarded federal funds through the Regional Flexible Fund Allocation (RFFA) funding call.

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	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 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 .
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.

A156-G092921

**ODOT Delivered Federal Project
On Behalf of City of Portland**

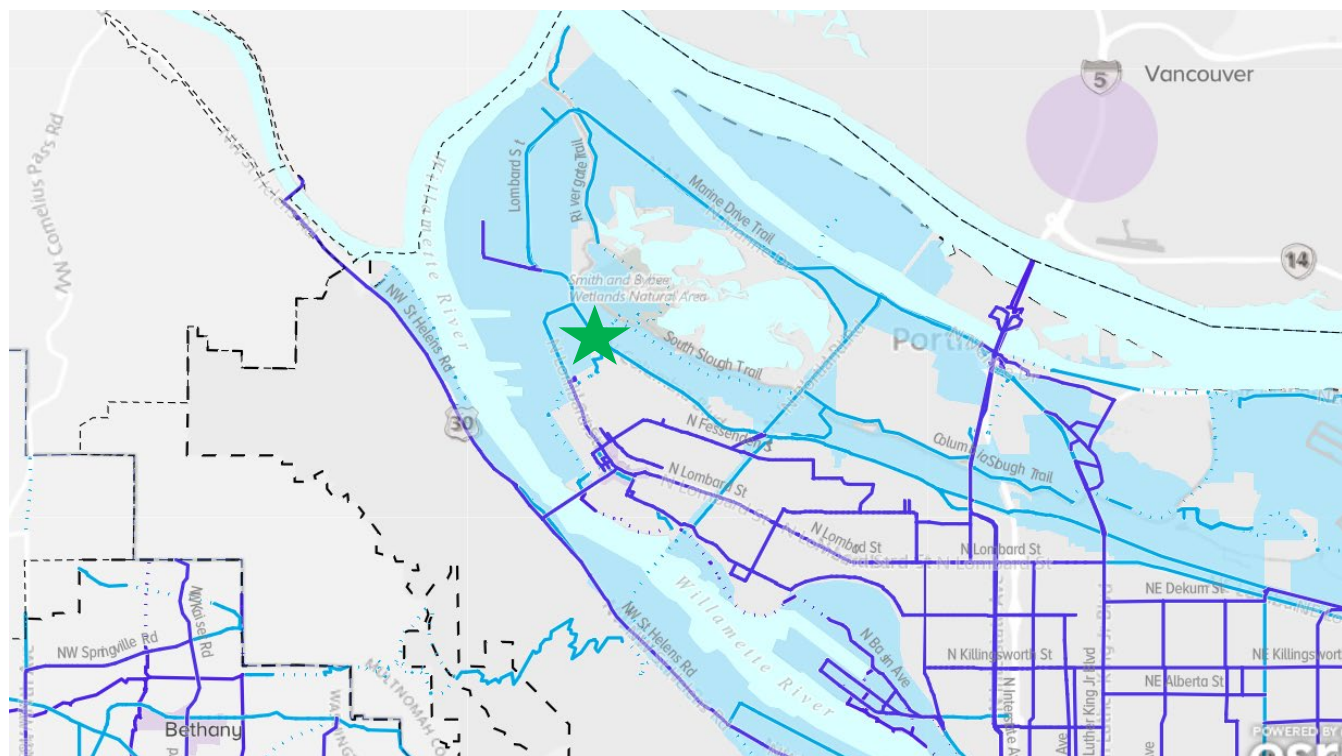
Project Name: Willamette Greenway Trail: Columbia Blvd Bridge
Key Number: 18832

THIS AGREEMENT ("Agreement") is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT," the CITY OF PORTLAND, Parks and Recreation Bureau, acting by and through its elected officials, hereinafter referred to as "City," and METRO, a municipal corporation established pursuant to Oregon law and the Metro Charter hereinafter referred to as "Metro," herein referred to individually as "Party" or collectively as "Parties."

- a. The Total Project Cost is estimated at \$10,089,212, which is subject to change. Federal funds for this Project are limited to \$4,514,513.
- b. Metro Park and Nature funds for this Project are limited to an amount not to exceed \$1,900,000. Metro 2019 Natural Areas Bond.
- c. City as the lead local agency, is responsible for all remaining Project costs, including any non-participating costs, all costs in excess of the federal funds and Metro Funds, and the 10.27 percent match for all eligible costs. Any unused funds obligated to this Project will not be paid out by State, and will not be available for use by Local Agency for this Agreement or any other projects. "Total Project Cost" means the estimated cost to complete the entire Project, and includes any federal funds, state funds, local matching funds, and any other funds.

The following table shows funding available to the project:

Source	Responsible Agency	Available Funding
City of Portland 2019 Metro Parks & Nature Bond	City of Portland	3,000,000
City of Portland System Development Funds (SDC)	City of Portland	674,699
Metro Regional Flexible Funding Allocation (federal)	Metro	2,934,002
Metro 2019 Natural Areas Bond	Metro	1,900,000
ODOT Enhance Region 1 (federal)	ODOT	1,580,511
TOTAL		10,089,212
Total programmed in the STIP		8,834,131.32





Metro

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

MTIP Admin Modification

DECREASE FUNDS

Reduce authorized funding by
\$22,615 for UPWP reconciliation

Project #3**Project Name:****Freight and Economic Development Planning (FFY 2025-27)****Project Details Summary**

ODOT Key #	23221	RFFA ID:	50426	RTP ID:	11664	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71300	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-19-MAY2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

This is a UPWP funding reconciliation action. Per post SFY 2026 UPWP Primary Agreement review, Key 23221 contributed a higher amount of STBG to Key 22839 than was amended as part of the April #3 2025 UPWP Primary Agreement amendment. Per review and direction from the Metro Finance Director the approved funding to Key 23221 is being reduced by \$20,292 of federal STBG-U to reconcile the correct contribution to Key 22839. A description expansion also is occurring now that Project Tracker is not subject to the prior Transtracker 255-character field limitation

Why Changes May Proceed Administratively:

The description expansion adds further project implementation and delivery details for clarification and is still consistent with the overall project delivery goals. There is no scope change occurring. The total funding decrease of \$22,615 equals a 10.7% changes and is less than the 50% threshold for cost changes.

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

Short Description:

~~Regional planning to support freight systems planning and economic development planning activities~~

Completes required planning and coordination actions to develop, set, and implement the regional freight policy and plan for the Metro region and provides support for the region's goods movement infrastructure and integrated freight network to identify and resolve related congestion, safety, related mobility issues to help develop regional jobs and competitive advantages.

MTIP Detailed Description (Internal Metro use only):

~~Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation).~~

Metro regional UPWP annual planning activity that completes required planning and coordination actions to develop, set, and implement the regional freight policy and plan for the Metro region and provides support for the region's goods movement infrastructure and integrated freight network to identify and resolve related congestion, safety, related mobility issues to help develop regional jobs and competitive advantages. (RFFA Step 1 approved funding 2024-27 PGB. Required annual funds are split off and included into the annual UPWP Primary Agreement project key.)

STIP Description:

Regional planning to support freight systems planning and economic development planning activities.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - System Planning		Planning
ODOT Work Type:	PLANNG		
Does the administrative modification change the project classification in the MTIP? No			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2027	\$ 189,967						\$ -
STBG-U	Y230	2027	\$ 169,675						\$ 169,675
Federal Totals:			\$ 169,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,675
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2027	\$ 21,743						\$ -
Local	Match	2027	\$ 19,420						\$ 19,420
Local Totals:			\$ 19,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,420
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 211,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211,710
Amended Programming Totals			\$ 189,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,095
Total Estimated Project Cost									\$ 189,095
Total Cost in Year of Expenditure:									\$ 189,095
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:			\$ (22,615)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (22,615)
Phase Change Percent:			-10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.7%
Amended Phase Matching Funds:			\$ 19,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,420
Amended Phase Matching Percent:			10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ 169,675	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 169,675
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ 19,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,420
Total			\$ 189,095	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,095
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	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:			12/31/2027
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	2027	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	April 2025	Last MTIP Amend Num	AM25-16-APR3
Last Amendment Action	Split \$60K from project and transfer to Key 22839						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Districts								
County	Regional	ACT	R1ACT	ODOT Region	1	Metro District	Regional	
State Representative District		Regional	State Senate District		Regional	Congressional Rep District		Regional
Are the project limits, general location, cross street locations. or site locations changing enough to require geospatial updates? No.								
Performance Measurements Monitoring								
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	High Injury Corridor	Notes
	X		X		X	X		
Notes:								

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

MTIP Amendment Matrix Administrative Modification Guidance and Thresholds for Change	
Number	Change Area
General	<p>Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section. To qualify as an administrative modification, the project change(s) must clearly fit into the below categories without exceeding the category threshold. Some exceptions may be possible. These will be treated on an individual case-by-case basis to determine and verify that:</p> <ul style="list-style-type: none"> - Fiscal constraint is not impacted by the change - Air quality is not impacted as a result of the change - A capacity change is not occurring which would impact the Metro Motor Vehicle transportation modeling network. - The project change does not involve canceling the project or construction phase from the MTIP .
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.
Completing Technical Corrections	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
Completing Name and Description Changes	Completing a project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project

Key 23221 Freight/Econ Program: We will shift \$81,149 from this Key not \$60,857 listed below. **Variance: \$20,292**

- This would leave \$169,675 remaining in key 23221



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

MTIP Admin Modification

DECREASE FUNDS

Reduce authorized funding by
 \$247,291 for UPWP reconciliation

Project #4**Project Name:****Climate Smart Implementation Program Reserve****Project Details Summary**

ODOT Key #	23588	RFFA ID:	None	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71402	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-19-MAY2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

This is a UPWP funding reconciliation action. Per post SFY 2026 UPWP Primary Agreement review, Key 23588 contributed a higher amount of STBG to Key 22839 than was amended as part of the April #3 2025 UPWP Primary Agreement amendment. Per review and direction from the Metro Finance Director the approved funding to Key 23588 is being reduced by \$221,894 of federal STBG-U to reconcile the correct contribution to Key 22839.

Why Changes May Proceed Administratively:

The description expansion adds further project implementation and delivery details for clarification and is still consistent with the overall project delivery goals. There is no scope change occurring. The total funding decrease of \$247,291 equals a 22.9% changes and is less than the 50% threshold for cost changes.

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

Short Description:

Funding reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro's Carbon Reduction Program (CRP).

MTIP Detailed Description (Internal Metro use only):

Region-wide funding reserve supporting later approved Climate Smart Implementation projects which will focus on areas such as VMT forecasting and monitoring, updating the Climate Smart Strategy (CSS), providing education of the CSS, incorporating CSS areas into local and regional plans plus policies, too development to support the state required Vision Eval forecasting process, travel demand modeling, and forecast emissions impacts of project level investments.

STIP Description:

Funding reserved supporting later approved region-wide Climate Smart Implementation Projects to be programmed separately in support of Metro's Carbon Reduction Program (CRP).

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - System Planning		Planning
ODOT Work Type:	PLANNG		

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						\$ 968,634	\$ -
STBG-U	Y230	2026						\$ 746,740	\$ 746,740
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 746,740	\$ 746,740
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						\$ 110,864	\$ -
Local	Match	2026						\$ 85,468	\$ 85,468
Local Totals:				\$ -	\$ -	\$ -	\$ -	\$ 85,468	\$ 85,468
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,079,498	\$ 1,079,498
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 832,208	\$ 832,208
Total Estimated Project Cost									\$ 832,208
Total Cost in Year of Expenditure:									\$ 832,208

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (247,290)	\$ (247,290)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-22.9%	-22.9%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,468	\$ 85,468
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 746,740	\$ 746,740
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,468	\$ 85,468
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 832,208	\$ 832,208

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.3%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

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:			12/31/2027
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	2026	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	April 2025	Last MTIP Amend Num	AM25-16-APR3
Last Amendment Action	Split \$619,588 pf federal STBG and transfer to Key 23839 to support SFY 2026 Primary Agreement						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Districts								
County	Regional	ACT	R1ACT	ODOT Region	1	Metro District	Regional	
State Representative District		Regional	State Senate District		Regional	Congressional Rep District		Regional

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	
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 .
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.

Key 23588 Climate Smart Program: We will shift \$841,482 from this Key not \$619,588 listed below. **Variance: \$221,894**

- This would leave \$746,740 remaining in key 23588



Metro

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

MTIP Admin Modification

ADD FUNDS

Increase authorized funding by \$
for UPWP reconciliation

Project #5**Project Name:****Next Corridor Planning (FFY 2025-27)****Project Details Summary**

ODOT Key #	23219	RFFA ID:	50425	RTP ID:	11103	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71299	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-19-MAY2		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

This is a UPWP funding reconciliation action. Per post SFY 2026 UPWP Primary Agreement review, Key 23219 contributed a higher amount of STBG to Key 22839 than was required as part of the April #3 2025 UPWP Primary Agreement amendment. Per review and direction from the Metro Finance Director the approved funding to Key 23219 is being increased by \$136,023 of federal STBG-U to reconcile the correct contribution to Key 22839.

Why Changes May Proceed Administratively:

The net cost change to the project adds \$151, 591 to the project which is a 9.8% change and less than the 30% threshold for cost changes.

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

Short Description:

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

MTIP Detailed Description (Internal Metro use only):

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)

STIP Description:

Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - System Planning		Planning
ODOT Work Type:	PLANNG		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 1,389,060					\$ -	\$ -
STBG-U	Y230	2027	\$ 1,525,083					\$ -	\$ 1,525,083
Federal Totals:			\$ 1,525,083	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,525,083
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 158,984						\$ -
Local	Match	2027	\$ 174,553						\$ 174,553
Local Totals:			\$ 174,553	\$ -	\$ -	\$ -	\$ -		\$ 174,553
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 1,548,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,548,044
Amended Programming Totals			\$ 1,699,636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,699,636
Total Estimated Project Cost									\$ 1,699,636
Total Cost in Year of Expenditure:									\$ 1,699,636

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:	\$ 151,591	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,591
Phase Change Percent:	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	9.8%
Amended Phase Matching Funds:	\$ 174,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,553
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,525,083	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,525,083
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 174,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,553
Total	\$ 1,699,636	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,699,636
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	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:			12/31/2027
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	2027	Years Active	0	Project Status	0	No activity	
Total Prior Amendments	1	Last Amendment	Administrative	Date of Last Amendment	April 2025	Last MTIP Amend Num	AM25-16-APR3
Last Amendment Action	Split \$597,598 of STBG and combine into Key 22839 to supports 2026 Primary Agreement Key 22839						

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	Not Applicable	Not Applicable		Not Applicable		Not Applicable	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
	Not Applicable		Not Applicable			Not Applicable		
Districts								
County	Regional	ACT	R1ACT	ODOT Region	1	Metro District	Regional	
State Representative District		Regional	State Senate District		Regional	Congressional Rep District		Regional

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		
	Notes: General measures the PGB supports. Revenue bucket for UPWP Planning Studies. No specific focus identified with the PGB at this time.							

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 .
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.

Key 23219 Next Cor Planning: We will shift \$461,576 from this Key (not \$597,599 listed below). **Variance: - \$136,023 (negative)**

- This would leave \$1,525,083 remaining in 23219