

Date: February 20, 2025

FFY 2025 Administrative Modification – FFY 2025 February Admin Mod #3, AM25-09-FEB3

Key	Lead Agency	Name	Change
22128	Wahington County	Aloha Access Improvements: SW 174th Ave–SW 187th Ave	<u>PHASE FUND SWAP:</u> De-obligate remaining unexpended TA-U funds on the Planning phase and move to PE. and swap CDS from Cons to PE. Move CDS to PE and swap with STBG for Cons. No change in total project cost or scope.



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

MTIP Admin Modification
PHASE FUND SWAP
 Deobligate PL and move to PE and swap CDS from Cons to PE

Project #1

Project Name:	Aloha Access Improvements: SW 174th Ave–SW 187th Ave
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Project Details Summary							
ODOT Key #	22128	RFFA ID:	50381	RTP ID:	10608	2023 RTP Approval Date:	11/30/2023
MTIP ID:	71095	CDS ID:	OR204	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AM25-09-FEB3		STIP Amendment ID:		24-27-2285	

Summary of Amendment Changes Occurring:

The admin mod de-obligates unexpended TA funds in Planning and shifts them to PE and ROW. The CDS earmark is shifted from Construction to PE. Overall scope and total project cost remains unchanged along with the project scope

Why Changes May Proceed Administratively:

Fund swaps among phases in the same project that remain in constrained years can occur administratively.

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

Short Description:

Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

In Washington County at multiple site locations under scope refinement, design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety. (2022-24 RFFA Award).(HIP allocation of \$325,947 in FFY 2023 converted then to TA) (CDS 2023 # OR203)

STIP Description:

Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
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	2023	\$ 684,867						\$ -
TA-U	Y301	2023	\$ 8,973						\$ 8,973
STBG-U	Y230	2025		\$ 1,512,848					\$ -
STBG-U	Y230	2025		\$ 550,848					\$ 550,848
TA-U	Y301	2025		\$ 448,650					\$ 448,650
HIPCDS23	Y926	2025		\$ 962,000					\$ 962,000
STBG-U	Y230	2025			\$ 323,028				\$ 323,028
TAP-U	Y301	2025			\$ 227,244				\$ 227,244
STBG-U	Y230	2025				\$ 44,865			\$ 44,865
STBG-U	Y230	2026					\$ 1,587,898		\$ -
STBG-U	Y230	2026					\$ 2,549,898		\$ 2,549,898
HIPCDS23	Y926	2026					\$ 962,000		\$ -
Federal Totals:			\$ 8,973	\$ 1,961,498	\$ 550,272	\$ 44,865	\$ 2,549,898	\$ -	\$ 5,115,506

Note: HIPCDS23 = 2023 Congressionally Directed Spending (CDS) award. The earmark is tied to the Highway Improvement Program (HIP) per CDS guidance.

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	2023	\$ 78,386						\$ -
Local (Y301)	Match	2023	\$ 1,027						\$ 1,027
Local (Y230)	Match	2025		\$ 173,152					\$ -
Local (Y230)	Match	2025		\$ 63,047					\$ 63,047
Local (Y301)	Match	2025		\$ 51,350					\$ 51,350
Local (Y926)	Match	2025		\$ 110,105					\$ 110,105
Local (Y230)	Match	2025			\$ 36,972				\$ 36,972
Local (Y301)	Match	2025			\$ 26,009				\$ 26,009
Local (Y230)	Match	2025				\$ 5,135			\$ 5,135
Local (Y230)	Match	2026					\$ 181,742		\$ -
Local (Y230)	Match	2026					\$ 291,847		\$ 291,847
Local (Y926)	Match	2026					\$ 110,105		\$ -
Other	OTH0	2026					\$ 450,740		\$ 450,740
Local Totals:			\$ 1,027	\$ 224,502	\$ 62,981	\$ 5,135	\$ 742,587	\$ -	\$ 1,036,232
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 763,253	\$ 1,686,000	\$ 360,000	\$ 50,000	\$ 3,292,485	\$ -	\$ 6,151,739
Amended Programming Totals			\$ 10,000	\$ 2,186,000	\$ 613,253	\$ 50,000	\$ 3,292,485	\$ -	\$ 6,151,738
Total Estimated Project Cost									\$ 6,151,738
Total Cost in Year of Expenditure:									\$ 6,151,738
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:			\$ (753,253)	\$ 500,000	\$ 253,253	\$ -	\$ -	\$ -	\$ (0)
Phase Change Percent:			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:			\$ 78,386	\$ 173,152	\$ 36,972	\$ 5,135	\$ 291,847	\$ -	\$ 585,493
Amended Phase Matching Percent:			783.86%	7.92%	6.03%	10.27%	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	\$ 8,973	\$ 1,961,498	\$ 550,272	\$ 44,865	\$ 2,549,898	\$ -	\$ 5,115,506
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,027	\$ 224,502	\$ 62,981	\$ 5,135	\$ 742,587	\$ -	\$ 1,036,232
Total	\$ 10,000	\$ 2,186,000	\$ 613,253	\$ 50,000	\$ 3,292,485	\$ -	\$ 6,151,738

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	89.73%	89.73%	89.73%	77.45%	0.0%	83.16%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	10.27%	10.27%	10.27%	22.6%	0.0%	16.84%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.15%	31.89%	8.9%	0.7%	41.5%	0.0%	83.16%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.02%	3.6%	1.0%	0.1%	12.1%	0.0%	16.8%
Total	0.16%	35.53%	10.0%	0.8%	53.5%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 10,000						Aid ID
Federal Funds Obligated:	\$ 8,973						C067(125)
EA Number:	C2345201						FHWA or FTA
Initial Obligation Date:	6/28/2023						FHWA
EA End Date:	6/30/2027						FMIS or TRAMS
Known Expenditures:	\$ 7,398						FMIS

						Estimated Project Completion Date:	12/31/2029
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	3	(PE) Preliminary Engineering (NEPA) activities initiated	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	March 2024	Last MTIP Amend Num	AM24-11-MAR3
Last Amendment Action	FUND SWAP: Add FFY 2023 CDS award to construction phase in place of local Other funds.						

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	OR8 - kind of	6.05 - about	6.75 -ish	0.70
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Aloha Hwy/OR8 north to SW Johnson Street		174th Ave west to		187th Ave

See included project location sites.

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: RTP check against 12049 using ID 10608 in the 2023 RTP								

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.

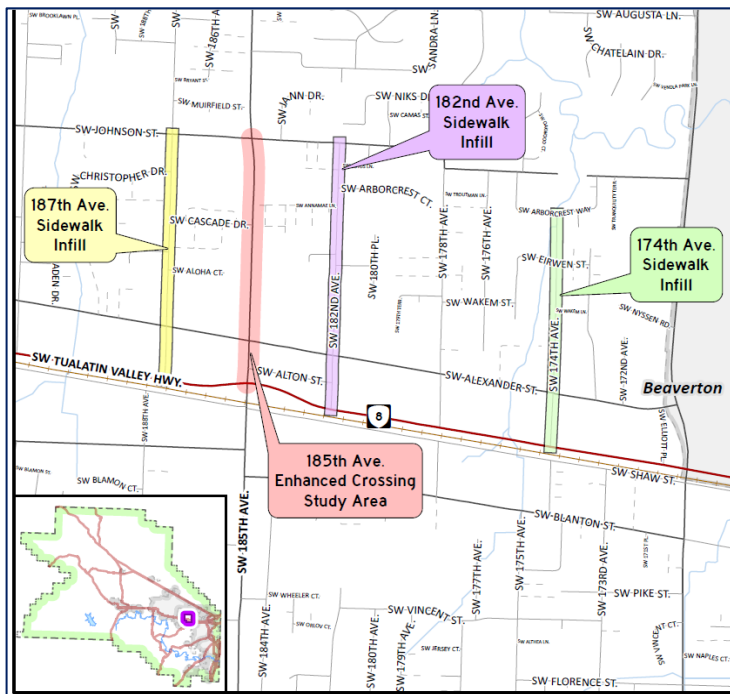
HIPDS23	Congressionally Directed Spending awards of 2023 (earmarks). The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriated a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2023. The project awards required congressional approval. Eligible and use is tied to the HIP funding program.
Other	General local funds committed to the project above and beyond the required minimum match requirement in support of a project phase. Also referred to as "overmatch" to the project.
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 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 .

Consolidated Appropriations Act, 2023
(Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project <i>*See Note 1</i>	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	



Project Name:

Aloha Access Improvements: SW 174th Ave - SW

(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
PL	Y301	TAP-Urban over 200,000 population IJA	100.00%	10,000.00	89.73%	8,973.00	0.00%	0.00	10.27%	1,027.00
	PL Totals		100.00%	10,000.00		8,973.00		0.00		1,027.00
PE	Y230	STBG Urban - populations greater than 200,000 IJA	28.08%	613,894.80	89.73%	550,847.80	0.00%	0.00	10.27%	63,047.00
	Y301	TAP-Urban over 200,000 population IJA	22.88%	500,000.00	89.73%	448,650.00	0.00%	0.00	10.27%	51,350.00
	Y926	HIP - community project congressionally directed	49.04%	1,072,105.20	89.73%	962,000.00	0.00%	0.00	10.27%	110,105.20
	PE Totals		100.00%	2,186,000.00		1,961,497.80		0.00		224,502.20
RW	Y230	STBG Urban - populations greater than 200,000 IJA	58.70%	360,000.00	89.73%	323,028.00	0.00%	0.00	10.27%	36,972.00
	Y301	TAP-Urban over 200,000 population IJA	41.30%	253,253.00	89.73%	227,243.92	0.00%	0.00	10.27%	26,009.08
	RW Totals		100.00%	613,253.00		550,271.92		0.00		62,981.08
UR	Y230	STBG Urban - populations greater than 200,000 IJA	100.00%	50,000.00	89.73%	44,865.00	0.00%	0.00	10.27%	5,135.00
	UR Totals		100.00%	50,000.00		44,865.00		0.00		5,135.00
CN	OTH0	OTHER THAN STATE OR	13.69%	450,739.80	0.00%	0.00	0.00%	0.00	100.00%	450,739.80
	Y230	STBG Urban - populations greater than 200,000 IJA	86.31%	2,841,745.20	89.73%	2,549,897.97	0.00%	0.00	10.27%	291,847.23
	Y926	HIP - community project congressionally directed	0.00%	0.00	89.73%	0.00	0.00%	0.00	10.27%	0.00
	CN Totals		100.00%	3,292,485.00		2,549,897.97		0.00		742,587.03
Grand Totals				6,151,738.00		5,115,505.69		0.00		1,036,232.31

1. Expended To Date	2. Phase	3. Current FFY*	4. Proposed FFY	5. Current Phase Total Estimate	6. Budget Adjustment (+/-)	7. Proposed Phase Total Estimate
	Preliminary Engineering (PE)	2025		\$1,686,000.00	\$500,000.00	\$2,186,000.00
	Right-of-Way (RW)	2025		\$360,000.00	\$253,253.00	\$613,253.00
	Construction (CN)	2026		\$3,292,485.00		\$3,292,485.00
	Utility Relocatio <input type="text"/>	2026		\$50,000.00		\$50,000.00
	Planning (PL) <input type="text"/>	2023		\$763,253.00	(\$753,253.00)	\$10,000.00

*Federal Fiscal Year (FFY) is from Oct.1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.