



Memo

Date: Friday, January 11, 2019

To: Gabriela Garcia
 ODOT Region 1 STIP Coordinator
 123 NW Flanders St
 Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 503-797-1785

Subject: January 2019 Bundle #1 MTIP Administrative Modification, #AB19-06-JAN1 Approval Request

Dear Gabriela:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval for STIP inclusion. The January 2019 Administrative Modification #1 is under amendment number AB19-06-JAN1 and contains eleven projects as shown in the below table:

Project List				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 20878	Metro	Regional Travel Options (2019)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility	FUNDING CORRECTION: This Admin Mod corrects and updates the final authorized STBG amount for the project during FFY 2019 through 2021. Cost change to FY 2019 equals \$4,441 and is less than a 1% change to the total project cost.
Project #3 20879	Metro	Regional Travel Options (2020)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility	FUNDING CORRECTION: This Admin Mod corrects and updates the final authorized STBG amount for the project during FFY 2019 through 2021. Cost change to FY 2020 equals \$4,217 and is less than a 1% change to the total project cost.
Project #3 20880	Metro	Regional Travel Options (2021)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility	FUNDING CORRECTION: This Admin Mod corrects and updates the final authorized STBG amount for the project during FFY 2019 through 2021. Cost change to FY 2021 equals \$18 and is less than a 1% change to the total project cost.
Project #4 18227	Port of Portland	NE Graham Dr & NE Swigert Way (Troutdale)	Improve freight access to industrial lands to the north of the Troutdale interchange.	HISTORICAL PHASE FUNDING CORRECTION: ROW phase deleted with funding re-allocated to PE and Construction phases for historical purposes
Project #5 20304	Portland	City of Portland Safety Project	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)	COMBINED PROJECT: Key 20389 (next project) is combined into this project resulting in two added site locations for the ARTS PGB (#179H and 166H).
Project #6 20389	Portland	Full Signal Upgrade (Portland)	Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed.	COMBINED PROJECT: Key 20389 scope and funding is combined into Key 20304 (previous project). Federal funds are removed and Key 20389 is canceled.

Project #7 20486	ODOT	I-5 Over 26 th Avenue Bridge	Replace Bridge	FUND SWAP: Minor corrections to fund amounts and ADVCON swapped for NHPP in ROW phase. Slip request to slip ROW to 2020. MTIP already reflects ROW in 2020. No change in phase tot total project costs.
Project #8 21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	On OR213 (82nd Ave) from SE Foster Rd south to SE Lindy St, repave/rehab roadway, upgrade ADA ramps, and address drainage as needed (HB2017 Awarded Project, \$9,200,000 Original Award)	NO MTIP ACTION: Request to slip ROW, UR/Other, to 2020 and Construction to 2021 not required in MTIPO as original submitted project already reflect these phases in the requested years. Funding matches as well. No MTIP action required.
Project #9 21179	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)	NO MTIP ACTION: Request to slip ROW to 2020 is not required in MTIP as project already reflects in the requested year.
Project #10 20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Providing bike lanes, sidewalks, curbs and gutters.	FUND SWAP: ROW and construction phases swap out STBG for CMAQ. Project eligibility review for CMAQ funds approved by FHWA. No change in project cost. CMAQ replaces STBG in ROW and Construction phases
Project #11 20398	Clackamas County	Rural Intersection and Curve Warning (Clackamas)	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County.	FUND SWAP: Federal funds replaced with state funds as part of the Stated Funded Local Project (SFLP) exchange program

For the fund swap occurring to Key 20808, NE Cleveland Ave: SE Stark St to SE Burnside, the CMAQ swap for STBG occurring to the ROW and Construction phases has been reviewed and approved by FHWA. Included with the project narratives is an updated fiscal constraint table demonstrating the added CMAQ is still fiscally constrained.

Additionally, upon review of Key 21177 and Key 21179, no phase slips are required as the changes had already been made

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2018 MTIP for this administrative modification bundle. A project narrative and support materials are also included.

Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at 503-797-1785, or via email at ken.lobeck@oregonmetro.gov.

Thank you for your time to review Metro's January 2019 Bundle #1, 2018 MTIP Administrative Modification approval request to the 2018 MTIP and STIP.

Kenneth F Lobeck

Kenneth F. Lobeck
Funding Programs Lead
Metro
600 NE Grand Avenue
Portland, OR 97232

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project List				
ODOT Key	Lead Agency	Project Name	Project Description	Modification/Changes
Project #1 20878	Metro	Regional Travel Options (2019)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility	FUNDING CORRECTION: This Admin Mod corrects and updates the final authorized STBG amount for the project during FFY 2019 through 2021. Cost change to FY 2019 equals \$4,441 and is less than a 1% change to the total project cost.
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Project #8 21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	On OR213 (82nd Ave) from SE Foster Rd south to SE Lindy St, repave/rehab roadway, upgrade ADA ramps, and address drainage as needed (HB2017 Awarded Project, \$9,200,000 Original Award)	NO MTIP ACTION: Request to slip ROW, UR/Other, to 2020 and Construction to 2021 not required in MTIPO as original submitted project already reflect these phases in the requested years. Funding matches as well. No MTIP action required.
Project #9 21179	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)	NO MTIP ACTION: Request to slip ROW to 2020 is not required in MTIP as project already reflects in the requested year.

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project #10 20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Providing bike lanes, sidewalks, curbs and gutters.	FUND SWAP: ROW and construction phases swap out STBG for CMAQ. Project eligibility review for CMAQ funds approved by FHWA. No change in project cost. CMAQ replaces STBG in ROW and Construction phases
Project #11 20398	Clackamas County	Rural Intersection and Curve Warning (Clackamas)	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County.	FUND SWAP: Federal funds replaced with state funds as part of the Stated Funded Local Project (SFLP) exchange program

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#1)

ODOT Key:	20878	MTIP ID: 70873
Project Type:	Existing	
Name:	Regional Travel Options (2019)	
Lead Agency:	Metro	
Description:	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility	
Amending:	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%	

Project Details

- No changes

Administrative Modification Matrix

Changes in Fiscal Constraint by the following criteria: FHWA project cost increase/decrease
 - Projects \$1M and over – increase/decrease over 20%

The cost net cost decrease is \$4,441 which equals less than 1 1% (0.00158%) change to the project and is well below the 20% threshold

Project Funding

Other Phase:

- INCREASE federal STBG>200K fund type code (Z230) FY 2019 Other phase cost from \$2,518,911 to \$2,522,896
- INCREASE Local fund type code (match to STBG>200K) FY 2019 Other phase cost from \$288,301 to \$288,757
- Total Other phase programming amount increases from \$2,807,212 to \$2,811,653
- Total project programming amount decreases from \$4,136,292 to \$4,002,142

Funding Change Details Included

- ✓ Email Request – Metro Finance
- ✓ Program Manager review and approval
- ✓ Updated RTO Program Funding Table

The funding increase represents a technical correction to the final STBG funding level as authorized as part of the RFFA Step funding distribution

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, cost changes for \$1 million and greater projects that are below 20% may proceed via an Administrative Modification.
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via updated Regional Flexible Fund Allocation (RFFA Step 1) funding review
- **Regionally Significant Project:** Yes. Metro’s RTO program is considered regionally significant as it is a key part in meeting the 2018 RTP Goal #1 – Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Forma and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Eligible as a Project Grouping Bucket:** Yes. Key 20878 functions as a mini project grouping bucket awarding specific RTO projects to qualified agencies. The projects meet the project

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



grouping requirements as they are exempt under 40 CFR 126, Table 2 and 40 CFR 127, Table 3, non-capacity improvement type projects which normally will qualify as CE under NEPA.

- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Yes, Project ID 11054 - Regional Travel Options Activities for 2018-2027
 - **RTP Description:** Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
 - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. While regionally significant, the projects are not modeled.
- **Satisfies RTP Goals and Strategies:** Yes, Goal #1, Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Forma and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Per the Regional Programs HCT File	Federal Fiscal Year			Notes / Status
	2019	2020	2021	
RTO	2,441,862	2,515,118	2,590,572	
RTO Climate Smart	80,833	83,333	85,833	
Totals	2,522,696	2,598,451	2,676,405	Per conversation with Dan, the STIP Keys should reflect this.
Per the STIP				
STIP KEY #20878; #20879; #20880	2,518,911	2,594,667	2,676,422	
Difference	3,784	3,785	(17)	
RTO - Safe Routes to Schools	\$ 485,000	\$ 500,000	515,000	This is in the process of being transferred on STIP Key # 20896

	Federal Fiscal Year													
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HCT Bond	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000
New HCT Bond (SW & Division)				\$ 5,140,000	\$ 5,140,000	\$ 5,140,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 17,560,000
Project Development Bond				\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000
TOD	\$ 3,021,148	\$ 3,063,139	\$ 3,105,713	\$ 3,198,884	\$ 3,294,851	\$ 3,393,696								
TSMO	\$ 1,523,092	\$ 1,546,545	\$ 1,570,363	\$ 1,617,474	\$ 1,665,998	\$ 1,715,978								
TSMO Climate Smart				\$ 80,833	\$ 83,333	\$ 85,833								
RTO	\$ 2,302,760	\$ 2,336,500	\$ 2,370,740	\$ 2,441,862	\$ 2,515,118	2,590,572								
RTO Climate Smart				\$ 80,833	\$ 83,333	85,833								
RTO - Safe Routes to Schools				\$ 485,000	\$ 500,000	\$ 515,000								
Corridor & System Planning	\$ 507,427	\$ 514,963	\$ 522,610	\$ 538,208	\$ 554,417	\$ 571,070								
MPO Planning	\$ 1,173,042	\$ 1,208,233	\$ 1,244,480	\$ 1,281,615	\$ 1,320,289	\$ 1,359,677								
Total Step 1	\$ 24,527,469	\$ 24,669,380	\$ 24,813,906	\$ 32,124,990	\$ 32,417,340	32,717,860								
Total RFFA	\$ 39,453,061	\$ 40,044,857	\$ 40,645,530	\$ 41,255,213	\$ 41,874,041	\$ 42,502,152								
Total Step 2	\$ 14,925,592	\$ 15,375,477	\$ 15,831,624	\$ 9,130,223	\$ 9,456,702	9,784,292								
				\$ 9,130,223	\$ 9,391,087.95	\$ 9,596,372								
RTP RFFA Revenue Forecast (2016)	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360
Bond Payment Commitment	\$16,000,000	\$16,000,000	\$16,000,000	\$22,400,000	\$22,400,000	\$22,400,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$18,820,000	\$18,820,000
Other Step 1 Programs (2016 \$)	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741
Remaining for Step 2 Projects (20)	\$11,835,619	\$11,835,619	\$11,835,619	\$5,435,619	\$5,435,619	\$5,435,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$9,015,619	\$9,015,619
Uncommitted Step 2 Funds:														
Years 2022 - 2040 (Year 2016 \$)	\$259,856,761													

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET				Admin Modification Funding Correction 1st Amendment to Project		
Lead Agency:	Metro	Project Type:	Other	ODOT Key:	20878			
Project Name:	OR99W: SW Lane St (Portland) - SW Naeve St (Tigard)	ODOT Type:	Other	MTIP ID:	70873			
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Capacity Enhancing:	No	RTP ID:	11054			
		Conformity Exempt:	Yes	RFFA ID:	50357			
		On State Hwy Sys:	N/A	RFFA Cycle:	2019-21			
		Mile Post Begin:	N/A	UPWP:	No			
		Mile Post End:	N/A	UPWP Cycle:	N/A			
		Length:	N/A					
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.								
STIP Description: Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people's trip choices, reduce pollution and improve mobility.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG>200K	Z230	2019		-			\$ -2,518,911	
STBG>200K	Z230	2019					\$ 2,522,896	\$ 2,522,896
							\$	-
							\$	-
							\$	-
							\$	-
							Federal Total:	\$ 2,522,896
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2019		-			\$ -288,301	
Local	Match	2019					\$ 288,757	\$ 288,757
							\$	-
							\$	-
							Local Total	\$ 288,757
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -2,807,212	\$ -2,807,212
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,811,653	\$ 2,811,653
Year Of Expenditure (YOE):								\$ 2,811,653

Metro January 2019 – Administrative Mod Bundle #1

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Project Narratives



Project Summary (#2)	
ODOT Key:	20879
Project Type:	Existing
Name:	Regional Travel Options (2020)
Lead Agency:	Metro
Description:	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
Amending:	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%
Project Details	
- No changes	<p>Administrative Modification <u>Matrix</u></p> <p>Changes in Fiscal Constraint by the following criteria: FHWA project cost increase/decrease</p> <ul style="list-style-type: none"> - Projects \$1M and over – increase/decrease over 20% <p>The cost net cost decrease is \$3,784 which equals less than 1% (0.00145%) change to the project and is well below the 20% threshold</p>
Project Funding	
<p><u>Other Phase:</u></p> <ul style="list-style-type: none"> - INCREASE federal STBG>200K fund type code (Z230) FY 2020 Other phase cost from \$2,594,667 to \$2,598,451 - INCREASE Local fund type code (match to STBG>200K) FY 2020 Other phase cost from \$296,971 to \$297,404 - Total Other phase programming amount increases from \$2,891,638 to \$2,895,855 - Total project programming amount increases from \$2,891,638 to \$2,895,855 	<p>Funding Change Details Included</p> <ul style="list-style-type: none"> ✓ Email Request – Metro Finance ✓ Program Manager review and approval ✓ Updated RTO Program Funding Table <p>The funding increase represents a technical correction to the final STBG funding level as authorized as part of the RFFA Step funding distribution.</p>
MTIP Review Details	
<ul style="list-style-type: none"> • Administrative Modification Eligible: Yes. Per the Amendment Matrix, cost changes for \$1 million and greater projects that are below 20% may proceed via an Administrative Modification. • Metro Legislation Required: No. <ul style="list-style-type: none"> ○ MTIP Eligibility Verification: Project has awarded federal funds and is required to be included in the MTIP. ○ Fiscal Constraint Review and Verification: Yes, via updated Regional Flexible Fund Allocation (RFFA Step 1) funding review ○ Regionally Significant Project: Yes. Metro’s RTO program is considered regionally significant as it is a key part in meeting the 2018 RTP Goal #1 – Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Forma and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments. ○ Eligible as a Project Grouping Bucket: Yes. Key 20879 functions as a mini project grouping bucket awarding specific RTO projects to qualified agencies. The projects meet the project 	

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 - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. While regionally significant, the projects are not modeled.
- **Satisfies RTP Goals and Strategies:** Yes, Goal #1, Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Forma and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Per the Regional Programs HCT File	Federal Fiscal Year			Notes / Status
	2019	2020	2021	
RTO	2,441,862	2,515,118	2,590,572	
RTO Climate Smart	80,833	83,333	85,833	
Totals	2,522,696	2,598,451	2,676,405	Per conversation with Dan, the STIP Keys should reflect this.
Per the STIP				
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Difference	3,784	3,785	(17)	
RTO - Safe Routes to Schools	\$ 485,000	\$ 500,000	515,000	This is in the process of being transferred on STIP Key # 20896

	Federal Fiscal Year													
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HCT Bond	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000
New HCT Bond (SW & Division)				\$ 5,140,000	\$ 5,140,000	\$ 5,140,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 17,560,000
Project Development Bond				\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000
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TSMO	\$ 1,523,092	\$ 1,546,545	\$ 1,570,363	\$ 1,617,474	\$ 1,665,998	\$ 1,715,978								
TSMO Climate Smart				\$ 80,833	\$ 83,333	\$ 85,833								
RTO	\$ 2,402,760	\$ 2,336,500	\$ 2,370,740	\$ 2,441,862	\$ 2,515,118	\$ 2,590,572								
RTO Climate Smart				\$ 80,833	\$ 83,333	\$ 85,833								
RTO - Safe Routes to Schools				\$ 485,000	\$ 500,000	\$ 515,000								
Corridor & System Planning	\$ 507,427	\$ 514,963	\$ 522,610	\$ 538,288	\$ 554,437	\$ 571,070								
MPO Planning	\$ 1,173,042	\$ 1,208,233	\$ 1,244,480	\$ 1,281,815	\$ 1,320,269	\$ 1,359,877								
Total Step 1	\$ 24,527,469	\$ 24,669,380	\$ 24,813,906	\$ 32,124,990	\$ 32,417,340	\$ 32,717,660								
Total RFFA	\$ 39,453,061	\$ 40,044,857	\$ 40,645,530	\$ 41,255,213	\$ 41,874,041	\$ 42,502,152								
Total Step 2	\$ 14,923,592	\$ 15,375,477	\$ 15,831,624	\$ 9,130,223	\$ 9,456,702	\$ 9,784,292								
				\$ 9,130,223	\$ 9,331,087.95	\$ 9,536,372								
RTP RFFA Revenue Forecast (2016)	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360
Bond Payment Commitment	\$16,000,000	\$16,000,000	\$16,000,000	\$22,400,000	\$22,400,000	\$22,400,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$18,820,000
Other Step 1 Programs (2016 \$)	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741
Remaining for Step 2 Projects (2016 \$)	\$11,835,619	\$11,835,619	\$11,835,619	\$5,435,619	\$5,435,619	\$5,435,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$9,015,619	\$9,015,619
Uncommitted Step 2 Funds:														
Years 2022 - 2040 (Year 2016 \$)	\$259,856,701													

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro		Admin Modification Funding Correction 1st Amendment to Project				
2018-21 Metropolitan Transportation Improvement Program (MTIP)		PROJECT AMENDMENT DETAIL WORKSHEET						
Lead Agency:	Metro	Project Type:	Other	ODOT Key:	20879			
Project Name:	Regional Travel Options (2020)	ODOT Type:	Other	MTIP ID:	70873			
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Capacity Enhancing:	No	RTP ID:	11054			
		Conformity Exempt:	Yes	RFFA ID:	50357			
		On State Hwy Sys:	N/A	RFFA Cycle:	2019-21			
		Mile Post Begin:	N/A	UPWP:	No			
		Mile Post End:	N/A	UPWP Cycle:	N/A			
		Length:	N/A					
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.								
STIP Description: Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people's trip choices, reduce pollution and improve mobility.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG>200K	Z230	2020		-			\$ -2,594,667	
STBG>200K	Z230	2020					\$ 2,598,451	\$ 2,598,451
							\$	-
							\$	-
							Federal Total:	\$ 2,598,451
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2020		-			\$ -296,971	
Local	Match	2020					\$ 297,404	\$ 297,404
							\$	-
							\$	-
							Local Total:	\$ 297,404
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -2,891,638	\$ -2,891,638
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,895,855	\$ 2,895,855
Year Of Expenditure (YOE):								\$ 2,895,855

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#3)

ODOT Key:	20880	MTIP ID: 70873
Project Type:	Existing	
Name:	Regional Travel Options (2021)	
Lead Agency:	Metro	
Description:	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	
Amending:	FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%	

Project Details

- No changes

Administrative Modification Matrix

Changes in Fiscal Constraint by the following criteria: FHWA project cost increase/decrease
 - Projects \$1M and over – increase/decrease over 20%

The cost net cost decrease is \$18 which equals less than 1% (0.000006%) change to the project and is well below the 20% threshold

Project Funding

Other Phase:

- DECREASE federal STBG>200K fund type code (Z230) FY 2021 Other phase cost from \$2,676,422, to \$2,676,405
- DECREASE Local fund type code (match to STBG>200K) FY 2021 Other phase cost from \$306,328 to \$306,327
- Total Other phase programming amount decreases from \$2,982,750 to \$2,982,732
- Total project programming amount decreases from \$2,982,750 to \$2,982,732

Funding Change Details Included

- ✓ Email Request – Metro Finance
- ✓ Program Manager review and approval
- ✓ Updated RTO Program Funding Table

The funding decrease is based on required corrections to FY 2019 and 2020 allocations to the RTO program. STBG funding is corrected as authorized as part of the RFFA Step 1 funding distribution. Added note: Funding for this program may change during the next 12 months. If adjusted, it was deemed important that the MTIP correctly state the current authorized amounts exactly to ensure future changes will match between Metro Finance and the MTIP.

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, cost changes for \$1 million and greater projects that are below 20% may proceed via an Administrative Modification.
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via updated Regional Flexible Fund Allocation (RFFA Step 1) funding review
- **Regionally Significant Project:** Yes. Metro’s RTO program is considered regionally significant as it is a key part in meeting the 2018 RTP Goal #1 – Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Form and Design - Use transportation investments

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.

- **Eligible as a Project Grouping Bucket:** Yes. Key 20880 functions as a mini project grouping bucket awarding specific RTO projects to qualified agencies. The projects meet the project grouping requirements as they are exempt under 40 CFR 126, Table 2 and 40 CFR 127, Table 3, non-capacity improvement type projects which normally will qualify as CE under NEPA.
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Yes, Project ID 11054 - Regional Travel Options Activities for 2018-2027
 - **RTP Description:** Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use.
 - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. While regionally significant, the projects are not modeled.
- **Satisfies RTP Goals and Strategies:** Yes, Goal #1, Foster Vibrant Communities and Efficient Urban Form, Objective 1.1 – Compact Urban Forma and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Per the Regional Programs HCT File	Federal Fiscal Year			Notes / Status
	2019	2020	2021	
RTO	2,441,862	2,515,118	2,590,572	
RTO Climate Smart	80,833	83,333	85,833	
Totals	2,522,696	2,598,451	2,676,405	Per conversation with Dan, the STIP Keys should reflect this.
Per the STIP				
STIP KEY #20878; #20879; #20880	2,518,911	2,594,667	2,676,422	
Difference	3,784	3,785	(17)	
RTO - Safe Routes to Schools	\$ 485,000	\$ 500,000	515,000	This is in the process of being transferred on STIP Key # 20896

	Federal Fiscal Year													
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HCT Bond	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000	\$ 16,000,000
New HCT Bond (SW & Division)				\$ 5,140,000	\$ 5,140,000	\$ 5,140,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000	\$ 5,620,000
Project Development Bond				\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000	\$ 1,260,000
TOD	\$ 3,021,148	\$ 3,063,133	\$ 3,105,713	\$ 3,198,084	\$ 3,294,851	\$ 3,393,050								
TSMO	\$ 1,523,092	\$ 1,546,545	\$ 1,570,363	\$ 1,617,474	\$ 1,665,998	\$ 1,715,978								
TSMO Climate Smart				\$ 80,833	\$ 83,333	\$ 85,833								
RTO	\$ 2,302,760	\$ 2,336,500	\$ 2,370,740	\$ 2,441,862	\$ 2,515,118	2,590,572								
RTO Climate Smart				\$ 80,833	\$ 83,333	\$ 85,833								
RTO - Safe Routes to Schools				\$ 485,000	\$ 500,000	\$ 515,000								
Corridor & System Planning	\$ 307,427	\$ 314,963	\$ 322,610	\$ 338,288	\$ 354,417	\$ 371,070								
MPO Planning	\$ 1,173,042	\$ 1,208,233	\$ 1,244,480	\$ 1,281,815	\$ 1,320,269	\$ 1,359,877								
Total Step 1	\$ 24,527,469	\$ 24,669,380	\$ 24,813,906	\$ 32,124,990	\$ 32,417,340	32,717,860								
Total RFFA	\$ 39,453,061	\$ 40,044,857	\$ 40,645,530	\$ 41,255,213	\$ 41,874,041	42,502,152								
RTO - Safe Routes to Schools	\$ 14,925,592	\$ 15,375,477	\$ 15,831,624	\$ 16,300,000	\$ 16,780,000	\$ 17,260,000								
Total Step 2	\$ 9,130,223	\$ 9,331,087.95	\$ 9,536,372											
RTP RFFA Revenue Forecast (2016)	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360	\$36,685,360
Bond Payment Commitment	\$16,000,000	\$16,000,000	\$16,000,000	\$22,400,000	\$22,400,000	\$22,400,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000	\$22,880,000
Other Step 1 Programs (2016 \$)	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741	\$8,849,741
Remaining for Step 2 Projects (2016 \$)	\$11,835,619	\$11,835,619	\$11,835,619	\$5,435,619	\$5,435,619	\$5,435,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619	\$4,955,619
Uncommitted Step 2 Funds:														
Years 2022 - 2040 (Year 2016 \$)	\$259,856,761													

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET					Admin Modification Funding Correction 1st Amendment to Project	
Lead Agency:	Metro	Project Type:	Other	ODOT Key:	20880			
Project Name:	Regional Travel Options (2021)	ODOT Type:	Other	MTIP ID:	70873			
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		Capacity Enhancing:	No	RTP ID:	11054			
		Conformity Exempt:	Yes	RFFA ID:	50357			
		On State Hwy Sys:	N/A	RFFA Cycle:	2019-21			
		Mile Post Begin:	N/A	UPWP:	No			
		Mile Post End:	N/A	UPWP Cycle:	N/A			
		Length:	N/A					
Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.								
STIP Description: Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people's trip choices, reduce pollution and improve mobility.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG>200K	Z230	2021		-			\$ -2,676,422	
STBG>200K	Z230	2021					\$ 2,676,405	\$ 2,676,405
							\$ -	\$ -
							\$ -	\$ -
							Federal Total: \$	2,676,405
State Funds								
							\$ -	\$ -
							\$ -	\$ -
							State Total: \$	-
Local Funds								
Local	Match	2021		-			\$ -306,328	
Local	Match	2021					\$ 306,327	\$ 306,327
							\$ -	\$ -
							Local Total: \$	306,327
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -2,982,750	\$ -2,982,750
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,982,732	\$ 2,982,732
Year Of Expenditure (YOE):								\$ 2,982,732

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#4)

ODOT Key:	18227	MTIP ID:	70649
Project Type:	Existing		
Name:	NE Graham Dr & NE Swigert Way (Troutdale)		
Lead Agency:	Port of Portland		
Description:	Improve freight access to industrial lands to the north of the Troutdale interchange.		
Amending:	TECHNICAL FUND CORECTION: Delete ROW phase and shift \$95k to PE and Construction phase.		

Project Details

- No changes

Administrative Modification Matrix

Technical correction for auditing purposes to ensure MTIP and STIP match up with final phase obligations

Project Funding

Preliminary Engineering:

- INCREASE state HB2001/JTA fund type code (B4A0) FY 2012 PE phase cost from \$950,000 to \$955,929
- Total PE phase increases from \$950,000 to \$955,929

Right of Way (ROW) phase:

- DELETE state HB2001B/JTA fund type code (B4A0) FY 2014 ROW phase cost of \$95,500
- Total ROW phase programming costs decrease from \$95,500 to \$0

Construction Phase:

- INCREASE state HB2001B/JTA fund type code (B4A0) FY 2015 Construction cost from \$11,854,500 to \$11,944,071
- Local Other funds remain unchanged at \$5,609,935
- Total Construction phase programming costs increase from \$17,464,435 to \$17,554,006
- Total project programming remains unchanged at \$18,509,935

Funding Change Details Included

ROW phase deleted with funding split between PE phase and construction phase

- ✓ Email Request
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet

The changes are required for historical accuracy with the final project phase costs. Changes are in accordance with final expected phase amounts and for MTIP & STIP auditing.

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, fund swaps between the project project's phases with no net coast increase is considered to be a technical correction for historical purposes and is eligible to be processed as an Administrative Modification
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Project was awarded federal funds and was in the 2015-18 MTIP. Project obligations are completed and project was not carried –over into 2018 MTIP and STIP.
 - **Fiscal Constraint Review and Verification:** Yes, via Region 1 STIP Coordinator verifying final phase updates for historical accuracy and auditing requirements.
- **Regionally Significant Project:** N/A – no longer in MTIP or STIP
- **Eligible as a Project Grouping Bucket:** No.

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



- **RTP Consistency Review:** No
 - **In Current Constrained RTP:** No. Not required to be carried over into the 2018 RTP
 - **RTP Description:** N/A
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. The NE Graham and Swigert Way are not identified as freight or major arterials in the metro modeling network.
- **Satisfies RTP Goals and Strategies:** Yes, Goal #2, Sustain Economic Competitiveness and Prosperity, Objective 2.4 Freight Reliability - Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region’s function as a gateway for commerce.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Key Number: **18227**

2012-2015 STIP, 2015-2018 STIP

Project Name: **NE Graham Dr & NE Swigert Way (Troutdale)**

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	B4A0	HB2001B BOND FUNDS - JTA		100.00%	955,929.00	0.00%	0.00	100.00%	955,929.00	0.00%	0.00
	PE Totals			100.00%	955,929.00		0.00		955,929.00		0.00
RW	B4A0	HB2001B BOND FUNDS - JTA		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
CN	B4A0	HB2001B BOND FUNDS - JTA		68.04%	11,944,071.00	0.00%	0.00	100.00%	11,944,071.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		31.96%	5,609,934.92	0.00%	0.00	0.00%	0.00	100.00%	5,609,934.92
	CN Totals			100.00%	17,554,005.92		0.00		11,944,071.00		5,609,934.92
Grand Totals					18,509,934.92		0.00		12,900,000.00		5,609,934.92

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET				Admin Modification Fund Correction 5th Amendment to Project		
Lead Agency:	Port of Portland	Project Type:	Highway	ODOT Key:	18227			
Project Name:	NE Graham Dr & NE Swigert Way (Troutdale)	ODOT Type:	Modern	MTIP ID:	70649			
Short Description: Improve freight access to industrial lands to the north of the Troutdale interchange.		Capacity Enhancing:	No	RTP ID:	N/A			
		Conformity Exempt:	Yes	RFFA ID:	N/A			
		On State Hwy Sys:	N/A	RFFA Cycle:	N/A			
		Mile Post Begin:	N/A	UPWP:	No			
		Mile Post End:	N/A	UPWP Cycle:	N/A			
		Length:	N/A					
Detailed Description: None								
STIP Description: Improve freight access to industrial lands to the north of the Troutdale interchange.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Total:	\$ -
State Funds								
HB2001B/JTA	B4A0	2012		\$ 950,000				
HB2001B/JTA	B4A0	2012		\$ 955,929				\$ 955,929
HB2001B/JTA	B4A0	2014			\$ 95,500			
HB2001B/JTA	B4A0	2015					\$ 11,854,500	
HB2001B/JTA	B4A0	2015					\$ 11,944,071	\$ 11,944,071
								\$ -
							State Total:	\$ 12,900,000
Local Funds								
Other	OTH0	2015					\$ 5,609,935	\$ 5,609,935
								\$ -
								\$ -
							Local Total:	\$ 5,609,935
Phase Totals Before Amend:			\$ -	\$ 950,000	\$ 95,500	\$ -	\$ 17,464,435	\$ 18,509,935
Phase Totals After Amend:			\$ -	\$ 955,929	\$ -	\$ -	\$ 17,554,006	\$ 18,509,935
Year Of Expenditure (YOE):								\$ 18,509,935

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#5)	
ODOT Key:	20304
Project Type:	Existing
Name:	City of Portland Safety Project
Lead Agency:	Portland
Description:	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)
Amending:	COMBINED PROJECT: Scope and funding from Key 20389 is being combined into this project resulting in site locations 179H and 166H being added to the complete scope. This is a straight combination with no new funding being added. As a result, Key 20389 is canceled.
Project Details	
<ul style="list-style-type: none"> - MODIFT MTIP Detailed description by inserting project site numbers “#179H and #166H” into the description. Updated description is now: “ARTS PGB contains projects #10, #13, #16, #17, #18, #20, #21, #13H, #168H, #50H, #10H, #175H, 179H, and 166H to provide various safety improvements in Portland. Added funding pulled from Keys 20476, 20389, and 20334.” 	<p>Administrative Modification</p> <p><u>Matrix</u></p> <p>Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.</p> <p>There is no new funding added as a result of the combining effort</p>
Project Funding	
<p><u>Preliminary Engineering (PE) Phase:</u></p> <ul style="list-style-type: none"> - DELETE federal HSIP-FAST fund type code (ZS30) FY 2019 PE phase cost of \$753,806 - DELETE local Other fund type code (OTH0) FY 2019 PE phase cost of \$63,594 - ADD federal NHPP-FAST fund type code (Z001) FY 2019 PE phase cost of \$1,239,806 - ADD Local fund type code (match to NHPP) FY 2019 PE phase cost of 104,594 - Total PE programming amount increases from \$817,400 to \$1,344,400 <p><u>Right of Way (ROW) Phase:</u></p> <ul style="list-style-type: none"> - ADD federal ADVCON fund type code (ACP0) FY 2020 ROW phase cost of \$34,121 - ADD Local fund type code (match to ADVCON) FY 2020 ROW phase cost \$2,879 - Total ROW phase programming amount increases from \$84,000 to \$121,000 	<p>Funding Change Details Included</p> <ul style="list-style-type: none"> ✓ Email request for amendment ✓ MTIP Worksheet ✓ STIP Impacts Worksheet ✓ STIP Summary Report ✓ Approved Project List <p>The decision has been made for PBOT to deliver K20389 instead of ODOT because the intersections are on PBOT's system. K20389 will therefore be combined into PBOT's City of Portland Safety Project (K20304) so that it can be delivered under the same contract.</p> <p>Also, we are removing an element of the work to be done at the SE Division @ 162nd Ave spot location (install a 100ft long traffic separator w/ candlesticks on the west leg of the intersection) because TriMet is already delivering this work as part of their "Division Transit Project". We are reducing the CN funding by \$17,150 to reflect this change.</p>

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Other/Utility Relocation (UR) Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2020 Other/UR phase cost of \$11,066
- ADD Local fund type code (match to ADVCON) FY 2020 Other/UR phase cost of \$934
- Total Other/UR phase programming amount increases from \$50,000 to \$62,000

Construction Phase:

- INCREASE federal HSIP-FAST fund type code (ZS30) FY 2021 Construction phase cost from \$3,898,692 to \$5,311,273
 - INCREASE Local fund type code (match to HSIP) FY 2021 Construction phase cost from \$328,907 to \$448,077
 - Total Construction phase increases from \$4,227,599 to \$5,759,350
- Total project programming amount increases from \$5,178,999 to 7,286,750

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, combining two projects without adding new scope or new funding impacting the thresholds can occur via an Administrative Modification
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Yes. The combined project still retains federal funds and is required to be programmed in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via STIP Impacts Worksheet and STIP Summary Report approved by Region 1 STIP Coordinator.
- **Regionally Significant Project:** Yes. As an O&M improvement project to the system
- **Eligible as a Project Grouping Bucket:** Yes. The scope activities are exempt safety improvements as defined in 40 CFR 93.126 Table 2, Safety which allows them to be programmed in the existing project grouping bucket.
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Not currently. However, once the 2018 RTP is approved, O&M revenues and project grouping categories are now identified in the RTP which will support the consistency check requirement.
 - **RTP Description:** None
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. The improvements are non-capacity safety improvements which are not modeled.
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following key RTP goal: Goal #9, Ensure Fiscal Stewardship, Objective 9.1 – Asset Management – Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET				Admin Modification Combined Project 2nd Amendment to Project		
Lead Agency:	Portland	Project Type:	Local Rd	ODOT Key:	20304			
Project Name:	City of Portland Safety Project	ODOT Type:	Safety	MTIP ID:	70944			
Short Description: Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements. (ARTS PGB)		Capacity Enhancing:	No	RTP ID:	None			
		Conformity Exempt:	Yes	On State Hwy Sys:	N/A			
		On State Hwy Sys:	No	RFFA ID:	N/A			
		Mile Post Begin:	N/A	RFFA Cycle:	N/A			
		Mile Post End:	N/A	UPWP:	No			
		Length:	N/A	UPWP Cycle:	N/A			
Detailed Description: ARTS PGB contains projects #10, #13, #16, #17, #18, #20, #21, #13H, #168H, #50H, #10H, #175H, 179H, and 166H to provide various safety improvements in Portland. Added funding pulled from Keys 20476, 20389, and 20334.								
STIP Description: Work may include intersection improvements, upgrade to ADA, utility relocation, signal work, medians, traffic separators, striping, signing, warnings, and other safety improvements.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP-FAST	Z530	2019		\$ 753,806				
NHPP-FAST	Z001	2019		\$ 1,239,806				\$ 1,239,806
HSIP-FAST	Z530	2020			\$ 77,465			\$ 77,465
ADVCON	ACP0	2020			\$ 34,121			\$ 34,121
HSIP-FAST	Z530	2020				\$ 46,110		\$ 46,110
ADVCON	ACP0	2020				\$ 11,066		\$ 11,066
HSIP-FAST	Z530	2021					\$ 3,898,692	
HSIP-FAST	Z530	2021					\$ 5,311,273	\$ 5,311,273
								\$ -
							Federal Total:	\$ 6,719,841
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2019		\$ 63,594				
Local	Match	2019		\$ 104,594				\$ 104,594
Local	Match	2020			\$ 6,535			\$ 6,535
Local	Match	2020			\$ 2,879			\$ 2,879
Local	Match	2020				\$ 3,890		\$ 3,890
Local	Match	2020				\$ 934		\$ 934
Local	Match	2021					\$ 328,907	
Local	Match	2021					\$ 448,077	\$ 448,077
								\$ -
							Local Total:	\$ 566,909
Phase Totals Before Amend:			\$ -	\$ 817,400	\$ 84,000	\$ 50,000	\$ 4,227,599	\$ 5,178,999
Phase Totals After Amend:			\$ -	\$ 1,344,400	\$ 121,000	\$ 62,000	\$ 5,759,350	\$ 7,286,750
							Year Of Expenditure (YOE):	\$ 7,286,750

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#6)	
ODOT Key:	20389
Project Type:	Existing
Name:	Full Signal Upgrade (Portland)
Lead Agency:	Portland
Description:	Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed.
Amending:	COMBINED PROJECT: Scope and funding from Key 20389 is being combined into this project resulting in site locations 179H and 166H being added to the complete scope. This is a straight combination with no new funding being added. As a result, Key 20389 is canceled.
Project Details	
<ul style="list-style-type: none"> - DELETE Lead Agency = Portland - DELETE Project Name = Full Signal Upgrade (Portland) - DELETE MTIP Short Description - DELETE remaining MTIP project database detail references - As a result of being combined into Key 20304, Key 20389 is canceled from the MTIP. 	<p style="text-align: center;">Administrative Modification <u>Matrix</u></p> <p>Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.</p> <p>There is no new funding added as a result of the combining effort. Key 20389 is canceled</p>
Project Funding	
<p><u>Preliminary Engineering (PE) Phase:</u></p> <ul style="list-style-type: none"> - DELETE federal HSIP-FAST fund type code (ZS30) FY 2019 PE phase cost of \$485,000 - DELETE local Other fund type code (OTH0) FY 2019 PE phase cost of \$41,001 - Total PE programming amount decreases from \$526,001 to \$0 <p><u>Right of Way (ROW) Phase:</u></p> <ul style="list-style-type: none"> - DELETE federal HSIP-FAST fund type code (ZS30) FY 2020 ROW phase cost of \$34,121 - DELETE local Other fund type code (OTH0) FY 2020 ROW phase cost of \$2,879 - Total ROW phase programming amount decreases from \$37,000 to \$0 <p><u>Other/Utility Relocation (UR) Phase:</u></p> <ul style="list-style-type: none"> - DELETE federal HSIP-FAST fund type code (ZS30) FY 2020 Other/UR phase cost of \$11,066 - DELETE local Other fund type code (OTH0) FY 2020 Other/UR phase cost of \$934 - Total Other/UR phase cost decreases from \$12,000 to \$0 	<p style="text-align: center;">Funding Change Details Included</p> <ul style="list-style-type: none"> ✓ Email request for amendment ✓ MTIP Worksheet ✓ STIP Summary Report ✓ Approved Project List <p>The decision has been made for PBOT to deliver K20389 instead of ODOT because the intersections are on PBOT's system. K20389 will therefore be combined into PBOT's City of Portland Safety Project (K20304) so that it can be delivered under the same contract.</p> <p>Also, we are removing an element of the work to be done at the SE Division @ 162nd Ave spot location (install a 100ft long traffic separator w/ candlesticks on the west leg of the intersection) because TriMet is already delivering this work as part of their "Division Transit Project". ODOT is reducing the CN funding by \$17,150 to reflect this change.</p> <p>As a result of the combining effort into Key 20304, Key 20389 is canceled</p>

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Construction Phase:

- DELETE federal HSIP-FAST fund type code (ZS30) FY 2021 Construction phase cost of \$1,428,396
- DELETE local Other fund type code (OTH0) FY 2021 Construction phase cost of \$120,504
- Total Construction phase programming costs decreases from \$1,548,900 to \$0

Total project programming amount decreases from \$2,123,901 to \$0

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, combining two projects without adding new scope or new funding impacting the thresholds can occur via an Administrative Modification
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Yes. The combined project still retains federal funds and is required to be programmed in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via STIP Impacts Worksheet and STIP Summary Report approved by Region 1 STIP Coordinator.
- **Regionally Significant Project:** Yes. As an O&M improvement project to the system
- **Eligible as a Project Grouping Bucket:** Yes. The scope activities are exempt safety improvements as defined in 40 CFR 93.126 Table 2, Safety which allows Key 20389 to be programmed into Key 20304.
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Not currently. However, once the 2018 RTP is approved, O&M revenues and project grouping categories are now identified in the RTP which will support the consistency check requirement.
 - **RTP Description:** None
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. The improvements are non-capacity safety improvements which are not modeled.
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following key RTP goal: Goal #9, Ensure Fiscal Stewardship, Objective 9.1 – Asset Management – Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET				Admin Modification Combined Project 2nd Amendment to Project		
Lead Agency:	Portland		Project Type:	Local Rd	ODOT Key:	20389		
Project Name:	Full Signal Upgrade (Portland)		ODOT Type:	Safety	MTIP ID:	70962		
Short Description: Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed.	Capacity Enhancing:	No		RTP ID:	None			
	Conformity Exempt:	Yes		RFFA ID:	N/A			
	On State Hwy Sys:	No		RFFA Cycle:	N/A			
	Mile Post Begin:	N/A		UPWP:	No			
	Mile Post End:	N/A		UPWP Cycle:	N/A			
	Length:	N/A						
Detailed Description: None								
STIP Description: Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals, warning systems, striping, lane adjustments, ADA upgrades, traffic separators, and other safety improvements as needed.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP-FAST	ZS30	2019		\$ 485,000				\$ -
HSIP-FAST	ZS30	2020			\$ 34,121			\$ -
HSIP-FAST	ZS30	2020				\$ 11,066		\$ -
HSIP-FAST	ZS30	2021					\$ 1,428,396	\$ -
								\$ -
								\$ -
							Federal Total:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2019		\$ 41,001				\$ -
Other	OTH0	2020			\$ 2,879			\$ -
Other	OTH0	2020				\$ 934		\$ -
Other	OTH0	2021					\$ 120,504	\$ -
								\$ -
							Local Total:	\$ -
Phase Totals Before Amend:			\$ -	\$ 526,001	\$ 37,000	\$ 12,000	\$ 1,548,900	\$ 2,123,901
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals				0.00%	0.00		0.00		0.00	0.00
RW	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals				0.00%	0.00		0.00		0.00	0.00
UR	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals				0.00%	0.00		0.00		0.00	0.00
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	ZS30	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals				0.00%	0.00		0.00		0.00	0.00
Grand Totals					0.00		0.00		0.00		0.00

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#7)	
ODOT Key: 20486	MTIP ID: 70977
Project Type: Existing	
Name: I-5 Over 26th Avenue Bridge	
Lead Agency: ODOT	
Description: Replace Bridge	
Amending: FUND SWAP: Minor corrections to existing fund type codes and ADVCON is swapped for NHPP-FAST in ROW phase which is already in 2020. No change in phase costs or total project costs.	
Project Details	
- No changes	Administrative Modification <u>Matrix</u> Minor technical correction among fund codes and amounts. No change in phase costs or total project cost
Project Funding	
<u>Preliminary Engineering (PE) Phase:</u> <ul style="list-style-type: none"> - INCREASE federal NHPP-FAST fund type code (Z001) FY 2018 PE phase cost from \$4,529,004 to \$4,654,684 - DECREASE State fund type code (match to NHPP) FY 2018 PE phase cost from \$518,365 to 392,685 - Total PE programming amount remains unchanged at \$5,047,369 <u>Right of Way (ROW) Phase:</u> <ul style="list-style-type: none"> - DELETE federal NHPP-FAST fund type code (Z001) FY 2020 ROW phase cost of \$224,325 - ADD federal ADVCON fun type code (ACP0) FY 20129 ROW phase cost of \$230,550 - DECREASE State fund type code (match now to ADVCON) FY 2020 ROW phase cost from \$25,675 to \$19,450 - Total ROW phase programming amount remains unchanged at \$250,000 <u>Construction Phase:</u> <ul style="list-style-type: none"> - No changes - NHPP-FAST is \$26,069,823 in 2020 with State match of \$2,983m 808 in 2020 - Total Construction phase programming remains unchanged at \$29,053,631 <p>Total project programming amount remains unchanged at \$34,351,000</p>	Funding Change Details Included <ul style="list-style-type: none"> ✓ Email request for amendment ✓ MTIP Worksheet ✓ STIP Summary Report <p>ROW phase and cost requested to be slipped to 2020. However, MTIP already reflects, yet no prior amendments. PE and ROW phase costs receive minor updates and ADVCON replaces NHPP in ROW phase. RIW phase is in 2020.</p>

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, minor fund corrections without impacting the total project or exceed the Admin Mod threshold can occur as Administrative Modification
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Yes. The combined project still retains federal funds and is required to be programmed in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via STIP Impacts Worksheet and STIP Summary Report and the total matches the MTIP.
- **Regionally Significant Project:** Yes. Bridge replacements are considered regionally significant by Metro RTP Regional Significance definition.
- **Eligible as a Project Grouping Bucket:** No. While not a capacity enhancing project, a \$34+ million dollar bridge replacement is considered sensitive enough to warrant stand-alone programming and would not qualify to be included in a project grouping bucket.
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Not currently. However, once the 2018 RTP is approved, O&M revenues and project grouping categories are now identified in the RTP which will support the consistency check requirement.
 - **RTP Description:** None
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** No. The improvements are non-capacity improvements which do not need to be included in the model.
- **Satisfies RTP Goals and Strategies:** Yes, the project supports the following key RTP goal: Goal #9, Ensure Fiscal Stewardship, Objective 9.1 – Asset Management – Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

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 details costs programming map amendments obligations earmarks comments

ODOT Key: 20486 | MTIP ID: 70977
 I-5 OVER 26TH AVENUE BRIDGE - Cycle 2018-21

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2018		\$4,529,004	\$518,365	\$0	\$5,047,369	<input type="checkbox"/>
	2014	NHPP (2001)	\$4,529,004	\$518,365	\$0	\$5,047,369	
Purchase right of way	2020		\$224,325	\$25,675		\$250,000	<input type="checkbox"/>
	2014	NHPP (2001)	\$224,325	\$25,675		\$250,000	
Construction	2020		\$26,069,823	\$2,983,808	\$0	\$29,053,631	<input type="checkbox"/>
	2014	NHPP (2001)	\$26,069,823	\$2,983,808	\$0	\$29,053,631	
Totals >>			\$30,823,152	\$3,527,848	\$0	\$34,351,000	

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Key Number: 20486

2018-2021 STIP

Project Name: I-5 over 26th Avenue Bridge

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z001	NATIONAL HIGHWAY PERF FAST	Y	100.00%	5,047,369.00	92.22%	4,654,683.69	7.78%	392,685.31	0.00%	0.00
	PE Totals				100.00%	5,047,369.00		4,654,683.69		392,685.31	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	250,000.00	92.22%	230,550.00	7.78%	19,450.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals				100.00%	250,000.00		230,550.00		19,450.00	
CN	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	29,053,631.00	89.73%	26,069,823.10	10.27%	2,983,807.90	0.00%	0.00
	CN Totals				100.00%	29,053,631.00		26,069,823.10		2,983,807.90	
Grand Totals							34,351,000.00		30,955,056.79		3,395,943.21



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Admin Modification Fund Swap
1st Amendment to Project

Lead Agency: ODOT	Project Type: Highway	ODOT Key: 20486
Project Name: I-5 Over 26th Avenue Bridge	ODOT Type: Bridge	MTIP ID: 70977
	Capacity Enhancing: No	RTP ID: None
	Conformity Exempt: Yes	RFFA ID: N/A
	On State Hwy Sys: I-5	RFFA Cycle: N/A
Short Description: Replace bridge	Mile Post Begin: 296.03	UPWP: No
	Mile Post End: 296.06	UPWP Cycle: N/A
	Length: 0.06	

Detailed Description: None

STIP Description: Replace bridge

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP-FAST	Z001	2018		\$ 4,529,004				
NHPP-FAST	Z001	2018		\$ 4,654,684				\$ 4,654,684
NHPP-FAST	Z001	2020			\$ 224,325			
ADVCON	ACPO	2020			\$ 230,550			\$ 230,550
NHPP-FAST	Z001	2020					\$ 26,069,823	\$ 26,069,823
								\$ -
							Federal Total:	\$ 30,955,057
State Funds								
State	Match	2018		\$ 518,365				
State	Match	2018		\$ 392,685				\$ 392,685
State	Match	2020			\$ 25,675			
State	Match	2020			\$ 19,450			\$ 19,450
State	Match	2020					\$ 2,983,808	\$ 2,983,808
								\$ -
							State Total:	\$ 3,395,943
Local Funds								
								\$ -
								\$ -
							Local Total:	\$ -
Phase Totals Before Amend:			\$ -	\$ 5,047,369	\$ 250,000	\$ -	\$ 29,053,631	\$ 34,351,000
Phase Totals After Amend:			\$ -	\$ 5,047,369	\$ 250,000	\$ -	\$ 29,053,631	\$ 34,351,000
Year Of Expenditure (YOE):								34,351,000

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#8)

ODOT Key:	21177	MTIP ID:	71035
Project Type:	Existing		
Name:	OR213 (82nd Ave): SE Foster Rd - SE Lindy St		
Lead Agency:	ODOT		
Description:	On OR213 (82nd Ave) from SE Foster Rd south to SE Lindy St, repave/rehab roadway, upgrade ADA ramps, and address drainage as needed (HB2017 Awarded Project, \$9,200,000 Original Award)		
Amending:	NO ACTION: Request to slip ROW and Other/UR phase from 2019 to 2020 and Construction phase from 202 to 2021 not required as the MTIP already reflects these phases in the requested years		

Project Details

- No changes

Administrative Modification
Matrix
No Action

Project Funding

- No changes required in the MTIP

Funding Change Details Included
✓ Email request for amendment
✓ STIP Summary Report

ROW, Other/UR phases requested to slip to 2020 and construction phase to 2021.. MTIP already reflects this. No action required

MTIP Review Details

- **Administrative Modification Eligible:** N/A
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** N/A.
 - **Fiscal Constraint Review and Verification:** N/A
- **Regionally Significant Project:** N/A
- **Eligible as a Project Grouping Bucket:** N/A
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** N/A
 - **RTP Description:** N/A
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** N/A
- **Included in Metro roadway modeling network:** N/A
- **Satisfies RTP Goals and Strategies:** N/A
- **MPO Responsibilities/Public Notification included:** N/A.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



ODOT Requested Phase Years Slips

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	HB2017 Preservation	2018-2021 STIP	2018		1,200,000.00	1,076,760.00	123,240.00	0.00	
	PE Totals					1,200,000.00	1,076,760.00	123,240.00	0.00
RW	HB2017 Preservation	2018-2021 STIP	2019		0.00	0.00	0.00	0.00	
	HB2017 Preservation	2018-2021 STIP	2020		2,210,000.00	1,983,033.00	226,967.00	0.00	
	RW Totals					2,210,000.00	1,983,033.00	226,967.00	0.00
UR	HB2017 Preservation	2018-2021 STIP	2019		0.00	0.00	0.00	0.00	
	HB2017 Preservation	2018-2021 STIP	2020		90,000.00	80,757.00	9,243.00	0.00	
	UR Totals					90,000.00	80,757.00	9,243.00	0.00
CN	HB2017 Preservation	2018-2021 STIP	2020		0.00	0.00	0.00	0.00	
	HB2017 Preservation	2018-2021 STIP	2021		5,700,000.00	5,114,610.00	585,390.00	0.00	
	CN Totals					5,700,000.00	5,114,610.00	585,390.00	0.00
Grand Totals					9,200,000.00	8,255,160.00	944,840.00	0.00	

Current MTIP Programming

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[details](#) | [costs](#) | [programming](#) | [map](#) | [amendments](#) | [obligations](#) | [earmarks](#) | [comments](#)

ODOT Key: 21177 | MTIP ID: 71035

OR213 (82nd Ave): SE Foster Rd - SE Lindy St - Cycle 2018-21

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2018		\$1,076,760	\$123,240	\$0	\$1,200,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$1,076,760	\$123,240	\$0	\$1,200,000	
Purchase right of way	2020		\$1,983,033	\$226,967	\$0	\$2,210,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$1,983,033	\$226,967	\$0	\$2,210,000	
Other (explain)	2020		\$80,757	\$9,243	\$0	\$90,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$80,757	\$9,243	\$0	\$90,000	
Construction	2021		\$5,114,610	\$585,390	\$0	\$5,700,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$5,114,610	\$585,390	\$0	\$5,700,000	
Totals >>			\$8,255,160	\$944,840	\$0	\$9,200,000	

- Fund codes match: Yes
- Fund years match: Yes
- Fund amounts match: Yes
- MTIP and STIP project name match: Yes
- MTIP & STIP short description match: Yes

No discrepancies noted. No changes in MTIP are required.

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#9)

ODOT Key:	21179	MTIP ID: 71034
Project Type:	Existing	
Name:	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	
Lead Agency:	ODOT	
Description:	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)	
Amending:	NO ACTION: Request to slip ROW from 2019 to 2020 is not required as the MTIP already reflects the ROW phase and funding in FY 2020	

Project Details

- No changes

Administrative Modification
Matrix
No Action

Project Funding

- No changes required in the MTIP

Funding Change Details Included
✓ Email request for amendment
✓ STIP Summary Report

ROW, Other/UR phases requested to slip to 2020 and construction phase to 2021.. MTIP already reflects this. No action required

MTIP Review Details

- **Administrative Modification Eligible:** N/A
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** N/A.
 - **Fiscal Constraint Review and Verification:** N/A
- **Regionally Significant Project:** N/A
- **Eligible as a Project Grouping Bucket:** N/A
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** N/A
 - **RTP Description:** N/A
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** N/A
- **Included in Metro roadway modeling network:** N/A
- **Satisfies RTP Goals and Strategies:** N/A
- **MPO Responsibilities/Public Notification included:** N/A.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Requested ODOT Programming Adjustments to reflect ROW in 2020

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PE	HB2017 Discretionary	2018-2021 STIP	2018		9,400,000.00	8,434,620.00	965,380.00	0.00	
	LOCAL	2018-2021 STIP	2018		2,500,000.00	0.00	0.00	2,500,000.00	
	PE Totals				11,900,000.00	8,434,620.00	965,380.00	2,500,000.00	
RW	HB2017 Discretionary	2018-2021 STIP	2019		0.00	0.00	0.00	0.00	
	HB2017 Discretionary	2018-2021 STIP	2020		2,000,000.00	1,794,600.00	205,400.00	0.00	
	RW Totals				2,000,000.00	1,794,600.00	205,400.00	0.00	
Grand Totals					13,900,000.00	10,229,220.00	1,170,780.00	2,500,000.00	

Current MTIP Programming Reflects ROW phase already in 2020

Metro Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home admin RTP RFFA MTIP **FUND** search

details costs programming map amendments obligations earmarks comments

ODOT Key: 21179 | MTIP ID: 71034

OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave - Cycle 2018-21

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2018		\$8,434,620	\$965,380	\$2,500,000	\$11,900,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$8,434,620	\$965,380		\$9,400,000	
	2018	OTHER - LOCAL		\$0	\$2,500,000	\$2,500,000	
Purchase right of way	2020		\$1,794,600	\$205,400		\$2,000,000	<input type="checkbox"/>
	2014	ACPO - Advance CN	\$1,794,600	\$205,400		\$2,000,000	
Totals >>			\$10,229,220	\$1,170,780	\$2,500,000	\$13,900,000	

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#10)

ODOT Key:	20808	MTIP ID:	70878
Project Type:	Existing		
Name:	NE Cleveland Ave.: SE Stark St - NE Burnside		
Lead Agency:	Gresham		
Description:	Providing bike lanes, sidewalks, curbs and gutters.		
Amending:	FUND SWAP: CMAQ is replacing STBG in un-obligated ROW and Construction phases in FY 2021. No change in total project cost.		

Project Details

- No changes

Administrative Modification Matrix

The fund swap acts as a technical correction

The CMAQ for STBG fund swap in Key 20808 includes an updated fiscal constraint table demonstrating fiscal constraint is still maintained for STBG and CMAQ

Project Funding

Right of Way (ROW) Phase:

- DELETE federal STBG>200K fund type code (Z230) FY 2021 ROW phase cost of \$376,569
- ADD federal CMAQ fund type code (Z400) FY 2021 ROW phase cost of \$376,569
- No change to Local match of \$43,100 in 20201
- Total ROW phase programming amount remains unchanged at \$419,669

Construction Phase:

- DELETE federal STBG>200K fund type code (Z230) FY 2021 Construction phase cost of \$2,313,096
- ADD federal CMAQ fund type code (Z400) FY 2021 Construction phase cost of \$2,313,096
- No change to local match of \$264m744 or to local overmatching funds of \$687,528
- Total Construction phase programming cost remains unchanged at \$3,265,368
- Total project programming amount remains unchanged at \$4,188,203

Funding Change Details Included

- ✓ Email Authorization – Metro Resource Development Finance
- ✓ Program Manager review and approval
- ✓ MTIP worksheet
- ✓ Updated Fiscal Constraint Tables
- ✓ Updated RTO Program Funding Tables
- ✓ FHWA approval of CMAQ eligibility for Key 20808

The use of CMAQ for the ROW and Construction phase has been reviewed and approved by FHWA. The fund swap allows for increased fund leveraging opportunities for the STBG funds.

MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, the fund swap acts as a technical correction and may proceed via an Administrative Modification.
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** Project has awarded federal funds and is required to be included in the MTIP.
 - **Fiscal Constraint Review and Verification:** Yes, via updated Fiscal Constraint tables for CMAQ demonstrate the added CMAQ does not result in over programming in 2021 and FY 2021 is still constrained.

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



- **Regionally Significant Project:** Yes. Project is regionally significant.
- **Eligible as a Project Grouping Bucket:** No
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** Yes, Project ID 11096 - Cleveland - Burnside to Stark: Complete Build-out
 - **RTP Description:** Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.
 - **RTP and MTIP Costs Consistent:** Yes
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes and No. Cleveland Ave is not identified as a regional arterial in any of Metro's current modeling networks. However, the project limits are located within a designated Metro pedestrian and bicycle district that support pedestrian and bicycle improvements.
- **Satisfies RTP Goals and Strategies:** Yes, Goal #2, Shared Prosperity, Objective 2.1 - Connected Region, Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro		Metro 2018-21 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET				Admin Modification Fund Swap 1st Amendment to Project		
Lead Agency:	Gresham		Project Type:	Local Rd	ODOT Key:	20808		
Project Name:	NE Cleveland Ave.: SE Stark St - NE Burnside		ODOT Type:	Modern	MTIP ID:	70878		
Short Description: Providing bike lanes, sidewalks, curbs and gutters.			Capacity Enhancing:	No	RTP ID:	11096		
			Conformity Exempt:	Yes	RFFA ID:	50316		
			On State Hwy Sys:	No	RFFA Cycle:	2019-21		
			Mile Post Begin:	N/A	UPWP:	No		
			Mile Post End:	N/A	UPWP Cycle:	N/A		
			Length:	N/A				
Detailed Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.								
STIP Description: Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG->200K	Z230	2019		\$ 451,491				\$ 451,491
STBG->200K	Z230	2021			\$ 376,569			
CMAQ	Z400	2021			\$ 376,569			\$ 376,569
STBG->200K	Z230	2021					\$ 2,313,096	
CMAQ	Z400	2021					\$ 2,313,096	\$ 2,313,096
								\$ -
							Federal Total:	\$ 3,141,156
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2019		\$ 51,675				\$ 51,675
Local	Match	2021			\$ 43,100			\$ 43,100
Local	Match	2021					\$ 264,744	\$ 264,744
Other	OVM	2021					\$ 687,528	\$ 687,528
								\$ -
							Local Total	\$ 1,047,047
Phase Totals Before Amend:			\$ -	\$ 503,166	\$ 419,669	\$ -	\$ 3,265,368	\$ 4,188,203
Phase Totals After Amend:			\$ -	\$ 503,166	\$ 419,669	\$ -	\$ 3,265,368	\$ 4,188,203
							Year Of Expenditure (YOE):	\$ 4,188,203
Notes and Changes:								
> 2014 RTP ref: 11096 - Cleveland: Burnside to Stark Reconstruction, Reconstructs street from Stark to Burnside.								
> PE phase obligation:								
- Fund obligated: STBG, Date obligated 12/11/2018. Obligation Year = 2019								
- STBG Amount: \$451,491 - EA: PE003958, Federal ID #: 3125(061)								
- IGA #: 32930								
> ROW phase slipped to 2021 based on a 2-year PE phase expected. (Phase slip completed during 2018 EOY project slips amendment - September 2018)								
> Constuction left in 2021 for now, but based on schedule timing will most likely be pushed into 2022 in next MTIP Update								
> Fiscal constraint tables updated with CMAQ swap								

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Project Summary (#11)

ODOT Key:	20398	MTIP ID:	70964
Project Type:	Existing		
Name:	Rural Intersection and Curve Warning (Clackamas)		
Lead Agency:	Clackamas County		
Description:	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County.		
Amending:	FUND SWAP: The project has qualified for and is being converted into the State funds State Funded Local Project (SFLP). Clackamas County will still deliver the project.		

Project Details

- No changes

Administrative Modification Matrix

The fund swap acts as a technical correction
The SFLP for federal funds is managed and administered by ODOT

Project Funding

Preliminary Engineering:

- DELETE federal HSIP fund type code (ZS30) FY 2019 PE phase cost of \$256,833
- DELETE local Other fund type code (overmatch) FY 2019 PE phase cost of \$21,667
- Total PE phase programming amount decreases from \$278,500 to \$0

Other/Utility Relocation (UR) Phase:

- DELETE federal HSIP fund type code (ZS30) FY 2019 Other/UR phase cost of \$2,674
- DELETE local Other fund type code (overmatch) FY 2019 Other/UR phase cost of \$226
- Total Other/UR phase programming amount decreases from \$2,900 to \$0

Construction Phase:

- DELETE federal HSIP fund type code (ZS30) FY 2020 Construction phase cost of \$1,372,943
- DELETE local Other fund type code (overmatch) FY 2020 Construction phase cost of \$115,826
- ADD State SFLP fund type code (S060) FY 2019 Construction phase cost of \$1,632,450
- ADD Local fund type code (match to SFLP) FY 2019 Construction phase amount of \$137,719
- Total Construction phase programming cost increases from \$1,488,769 to \$1,770,169
- Total project programming amount remains unchanged at \$1,770,169

Funding Change Details Included

- ✓ Email amendment request
- ✓ MTIP worksheet
- ✓ STIP Summary Report
- ✓ Locations for safety improvements

This project is being convert into to a State Funded Local Project (SFLP) per IGA 32579. This is a maintenance-style project to be delivered in-house by Clackamas County. All work can be done under the Construction phase per the terms of the SFLP program. Additionally, the construction phase is being advanced to FY19 as Clackamas County is ready to begin work ASAP.

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



MTIP Review Details

- **Administrative Modification Eligible:** Yes. Per the Amendment Matrix, the fund swap acts as a technical correction and may proceed via an Administrative Modification.
- **Metro Legislation Required:** No.
 - **MTIP Eligibility Verification:** The change to a SFLP still require MTIP programming.
 - **Fiscal Constraint Review and Verification:** Yes, via ODOT Region 1 STIP Coordinator
- **Regionally Significant Project:** Yes. Project is regionally significant as the locations provide system O&M improvements
- **Eligible as a Project Grouping Bucket:** Yes. Key 20398 functions like a safety improvement bucket as it include numerous site improvement locations
- **RTP Consistency Review:**
 - **In Current Constrained RTP:** No, but system O&M improvements now will be resolved with the adoption of the 2018 RTP and the use of four O&M project grouping buckets
 - **RTP Description:** N/A.
 - **RTP and MTIP Costs Consistent:** N/A
- **Capacity Enhancing Project:** No.
- **Included in Metro roadway modeling network:** Yes
- **Satisfies RTP Goals and Strategies:** Yes, Goal #5, Safety and Security – Objective 5.1 - Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** No. Administrative modifications do not require a formal 30 day public notification period.
- **OTC Approval Required:** Not required

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Admin Modification
Fund Swap
1st Amendment to Project

Lead Agency: Clackamas County	Project Type: Local Rd	ODOT Key: 20398
Project Name: Rural Intersection and Curve Warning (Clackamas)	ODOT Type: Safety	MTIP ID: 70964
	Capacity Enhancing: No	RTP ID: None
Short Description: Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County.	Conformity Exempt: Yes	RFFA ID: N/A
	On State Hwy Sys: No	RFFA Cycle: N/A
	Mile Post Begin: N/A	UPWP: No
	Mile Post End: N/A	UPWP Cycle: N/A
	Length: N/A	

Detailed Description: None

STIP Description: Install and or update advance warning signs, intersection signs, and other street signs and safety treatments at various rural intersections, roadway departures and curves throughout Clackamas County.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	ZS30	2019		\$ -256,833				\$ -
HSIP	ZS30	2019				\$ -2,674		\$ -
HSIP	ZS30	2020					\$ -1,372,943	\$ -
								\$ -
							Federal Total:	\$ -
State Funds								
SFLP	S060	2019					\$ 1,632,450	\$ 1,632,450
								\$ -
							State Total:	\$ 1,632,450
Local Funds								
Other	OTH0	2019		\$ -21,667				\$ -
Other	OTH0	2019				\$ -226		\$ -
Other	OTH0	2020					\$ -115,826	\$ -
Local	Match	2019					\$ 137,719	\$ 137,719
								\$ -
							Local Total	\$ 137,719
Phase Totals Before Amend:			\$ -	\$ -278,500	\$ -	\$ -2,900	\$ -1,488,769	\$ -1,770,169
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,770,169	\$ 1,770,169
Year Of Expenditure (YOE):								\$ 1,770,169

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Agency/State
Agreement No. 32579

EXHIBIT A – Project Location Map

The Project will design and install intersection warning signs at the intersections in Clackamas County listed below.

CLACKAMAS COUNTY

- Amisigger at Judd
- Kamrath at Carus
- Airport at Miley
- Kelso at Amisigger
- Bakers Ferry at Harding
- Kelso at Richey
- Barlow at Arndt
- Kelso at Tickle Creek
- Barlow at Knights Bridge
- Kelso at 312th
- Barlow at Lone Elder
- Kelso at Orient
- Barlow at Barnards/Whiskey Hill
- Leland at Leslie
- Barlow at Meridian
- Leland at New Era
- Barlow at Elisha
- Maple Lane at Ferguson
- Barlow at Dryland
- Meridian at Whiskey Hill
- Beaver creek at Windy City/Unger
- Meridian at Sconce
- Beaver creek at Upper Highland
- Meridian at Elliot Prairie
- Beaver creek at Larkin
- Orient at Bobby Bruce
- Beaver creek at Lower Highland
- Orient at Compton
- Beaver creek at Carus
- Orient at Revenue
- Beaver creek at Ferguson
- Redland at Ridge
- Beaver creek at Kamrath/Leland
- Redland at Hinkle
- Canby-Marquam Hwy at Barnards
- Redland at Henrici
- Canby-Marquam Hwy at Heinz
- Redland at Fischers Mill
- Canby-Marquam Hwy at Gribble

Metro January 2019 – Administrative Mod Bundle #1

Modification Number: **AB19-06-JAN1**, Resolution: N/A

Number of projects within this Administrative Modification: 11

Project Narratives



Agency/State
Agreement No. 32579

- Redland at Fieldstone
- Canby-Marquam Hwy at Macksburg
- Redland at Bradley
- Canby-Marquam Hwy at Lone Elder
- Redland at Ferguson
- Central Point at Mulino
- Redland at Holly
- Central Point at Township
- Redland at Springwater
- Central Point at Carus
- Springwater at Clackamas River
- Central Point at New Era
- Springwater at Hattan
- Dryland at Heinz
- Springwater at Bakers
- Dryland at Macksburg
- Springwater at Strowbridge
- Dryland at Harms
- Springwater at Hayden
- Eagle Creek at Currin
- Springwater at Metzler Park.
- Eagle Creek at Duus
- Springwater at Harding
- Eagle Creek at River Mill
- Stafford at Homesteader
- Firwood at Bornstedt
- Stafford at 65th
- Fischers Mill at Deininger
- Stafford at Schatz
- Fischers Hill at Mattoon
- Stafford at Newland
- Fischers Mill at Hattan
- Stafford at Mountain
- Grahams Ferry at Tooze
- Stafford at Johnson
- Gronlund at Hattan
- Stafford at Childs
- Henrici at Ferguson
- Union Mills at Windy City/Marshall
- Hoffman at Petes Mtn
- Wildcat Mountain at Eagle Fern
- Wilsonville Road at Ladd Hill road

Agency/State
Agreement No. 32579

The Project will design and install curve warning signs, including chevrons and advisory speed plaques in the following areas.

CLACKAMAS COUNTY – 26 roadways

- Advance Rd: MP 0 - MP 2.63
- Amisigger Rd: MP 0 - MP 2.41
- Bakers Ferry Rd: MP 0 - MP 3.98
- Barlow Trail Rd: MP 0 - MP 6.73
- Barlow Rd: MP 0 - MP 11.21
- Central Point Rd: MP 0 - MP 6.22
- Clackamas River Dr: MP 0 - MP 5.5
- Dryland Rd: MP 0.53 - MP 7.56
- Eaden Rd: MP 0 - MP 4.17
- Eagle Creek Rd: MP 0 - MP 3.99
- Firwood Rd: MP 0 - MP 3.31
- Fischers Mill Rd: MP 0 - MP 3.95
- Gronlund Rd: MP 0 - MP 1.12
- Hattan Rd: MP 0 - MP 3.32
- Henrici Rd: MP 0 - MP 5.77
- Hoffman Rd: MP 0 - MP 0.78
- Kamrath Rd: MP 0 - MP 1.63
- Lolo Pass Rd: MP 0 - MP 4.23
- Maplelane Rd: MP 0 - MP 2.67
- Meridian Rd: MP 0 - MP 9.58
- Mountain Rd: MP 0 - MP 4.43
- Orient Dr: MP 0.60 - MP 4.46
- Redland Rd: MP 0 - MP 12.17
- Schaeffer Rd: MP 0 - MP 2.13
- Stafford Rd: MP 0 - MP 6.54
- Ten Eyck Rd: MP 0.00 - MP 3.48

The Project will design and install all-way stop-control including flashing beacons on S Springwater Rd at S Harding.

Metro MTIP Fiscal Constraint Tables
Through January 2019 Formal Amendment & January Admin Mod Bundle #1
As of January 10, 2019



Pre-Amendment CMAQ Fiscal Constraint Levels							CMAQ Obligation Authority Limitation Summary					Post Amendment CMAQ Fiscal Constraint Summary								
Fund Type Code	Federal Fiscal Year	Current Programming Amounts	Current Programming Capacity	Remaining Capacity Amount	Programming Percent of Capacity	Constrained or Over Programmed	Annual Obligation Authority Limitation	Annual OA Cover Programming Needs?	Annual OA vs Programming Surplus or Shortfall	U3 OA Amount Required	Adjusted U3 OA Limitation Balance	Programming Fund Additions or Subtractions	Change in Programming Amount	Capacity	Revised Programming vs. Capacity Percent	Remaining Capacity	Post Amendment Over Programmed or Constrained	Additional U3 OA Required	U3 Amount Shifted	Revised U3 Available
							Starting Available CMAQ U3 OA -->					\$ 18,919,180								
CMAQ	2019	\$ 12,398,000	\$ 14,398,000	\$ 2,000,000	86.1%	Constrained	\$ 13,497,056	No	\$ (900,944)	\$ 900,944	\$ 18,018,236	\$ -	\$ 12,398,000	\$ 14,398,000	86.1%	\$ 2,000,000	Constrained	No	\$ -	\$ 18,018,236
CMAQ	2020	\$ 14,343,478	\$ 16,343,478	\$ 2,000,000	87.8%	Constrained	\$ 14,130,750	No	\$ (2,212,728)	\$ 2,212,728	\$ 15,805,508	\$ -	\$ 14,343,478	\$ 16,343,478	87.8%	\$ 2,000,000	Constrained	No	\$ -	\$ 15,805,508
CMAQ	2021	\$ 14,900,000	\$ 18,900,000	\$ 4,000,000	78.8%	Constrained	\$ 14,130,750	No	\$ (4,769,250)	\$ 2,769,250	\$ 13,036,258	\$ 2,689,665	\$ 17,589,665	\$ 18,900,000	93.1%	\$ 1,310,335	Constrained	No	\$ -	\$ 13,036,258
3 Yr Summary:		\$ 41,641,478	\$ 49,641,478	\$ 8,000,000	83.9%	Constrained						\$ 2,689,665	\$ 44,331,143	\$ 49,641,478	89.3%	\$ 5,310,335	Constrained			

Summary of Amended Changes Upon CMAQ Fiscal Constraint																					
Key	Year	Amended Change									Key	Year	Amended Change								
20808	2021	FUND SWAP: Swapped existing STBG of \$376,569 for CMAQ for ROW phase - January 2019 Admin Mod																			
20808	2021	FUND SWAP: Swapped existing STBG of \$2,313,096 for CMAQ for ROW phase - January 2019 Admin Mod																			

CMAQ Notes: At the end of FY 2021, available U3 funds that could be carried over into the 2021-2026 MTIP will range from \$13,036,258 to \$15,846,593

Pre-Amendment STBG Fiscal Constraint Levels							STBG Obligation Authority Limitation Summary					Post Amendment STBG Fiscal Constraint Summary								
Fund Type Code	Federal Fiscal Year	Current Programming Amounts	Current Programming Capacity	Remaining Capacity Amount	Programming Percent of Capacity	Constrained or Over Programmed	Annual Obligation Authority Limitation	Annual OA Cover Programming Needs?	Annual OA vs Programming Surplus or Shortfall	U3 OA Amount Required	Adjusted U3 OA Limitation Balance	Programming Fund Additions or Subtractions	Change in Programming Amount	Capacity	Revised Programming vs. Capacity Percent	Remaining Capacity	Post Amendment Over Programmed or Constrained	Additional U3 OA Required	U3 Amount Shifted	Revised U3 Available
							Starting Available STBG U3 OA -->					\$ 51,213,896								
STBG	2019	\$ 42,976,728	\$ 44,976,728	\$ 2,000,000	95.6%	Constrained	\$ 30,610,321	No	\$ (14,366,407)	\$ 14,366,407	\$ 36,847,489	\$ 3,985	\$ 42,980,713	\$ 44,976,728	95.6%	\$ 1,996,015	Constrained	No	\$ -	\$ 36,847,489
STBG	2020	\$ 45,831,370	\$ 47,831,370	\$ 2,000,000	95.8%	Constrained	\$ 31,283,748	No	\$ (16,547,622)	\$ 16,547,622	\$ 20,299,867	\$ 3,784	\$ 45,835,154	\$ 47,831,370	95.8%	\$ 1,996,216	Constrained	No	\$ -	\$ 20,299,867
STBG	2021	\$ 32,444,919	\$ 34,444,919	\$ 2,000,000	94.2%	Constrained	\$ 31,971,991	No	\$ (2,472,928)	\$ 2,472,928	\$ 17,826,939	\$ (2,689,648)	\$ 29,755,271	\$ 34,444,919	86.4%	\$ 4,689,648	Constrained	No	\$ -	\$ 17,826,939
3 Yr Summary:		\$ 121,253,017	\$ 127,253,017	\$ 6,000,000	95.3%	Constrained						\$ (2,681,879)	\$ 118,571,138	\$ 127,253,017	93.2%		Constrained			

Summary of Amended Changes Upon STBG Fiscal Constraint																					
Key	Year	Amended Changes									Key	Year	Amended Changes								
20878	2019	Funding Correction: Increased authorized STBG by \$3,985 to project via Jan1 Admin Bundle																			
20879	2020	Funding Correction: Increased authorized STBG by \$3,784 to project via Jan1 Admin Bundle																			
20880	2021	Funding Correction: Decreased authorized STBG by \$17 to project via Jan1 Admin Bundle																			
20808	2021	FUND SWAP: CMAQ in the amount of \$376,569 replaces STBG in FY 2021																			
20809	2021	FUND SWAP: CMAQ in the amount of \$2,313,096 replaces STBG in FY 2021																			

STBG Notes: At the end of FY 2021, available U3 funds that could be carried over into the 2021-2026 MTIP will range from \$17,826,939 to \$23,826,939

Pre-Amendment TA/TAP Fiscal Constraint Levels							TA/TAP Obligation Authority Limitation Summary					Post Amendment TA/TAP Fiscal Constraint Summary								
Fund Type Code	Federal Fiscal Year	Current Programming Amounts	Current Programming Capacity	Remaining Capacity Amount	Programming Percent of Capacity	Constrained or Over Programmed	Annual Obligation Authority Limitation	Annual OA Cover Programming Needs?	Annual OA vs Programming Surplus or Shortfall	U3 OA Amount Required	Adjusted U3 OA Limitation Balance	Programming Fund Additions or Subtractions	Change in Programming Amount	Capacity	Revised Programming vs. Capacity Percent	Remaining Capacity	Post Amendment Over Programmed or Constrained	Additional U3 OA Required	U3 Amount Shifted	Revised U3 Available
							Starting Available STBG U3 OA -->					\$ 6,514,872								
TA	2019	\$ 1,008,230	\$ 2,008,230	\$ 1,000,000	50.2%	Constrained	\$ 1,381,000	No	\$ (627,230)	\$ 627,230	\$ 5,887,642	\$ -	\$ 1,008,230	\$ 2,008,230	50.2%	\$ 1,000,000	Constrained	No	\$ -	\$ 5,887,642
TA	2020	\$ 967,524	\$ 1,967,524	\$ 1,000,000	49.2%	Constrained	\$ 1,381,000	No	\$ (586,524)	\$ 586,524	\$ 5,301,118	\$ -	\$ 967,524	\$ 1,967,524	49.2%	\$ 1,000,000	Constrained	No	\$ -	\$ 5,301,118
TA	2021	\$ 80,000	\$ 1,080,000	\$ 1,000,000	7.4%	Constrained	\$ 1,381,000	Yes	\$ 301,000	\$ 301,000	\$ 5,602,118	\$ -	\$ 80,000	\$ 1,080,000	7.4%	\$ 1,000,000	Constrained	No	\$ -	\$ 5,602,118
3 Yr Summary:		\$ 2,055,754	\$ 5,055,754	\$ 3,000,000	40.7%	Constrained						\$ -	\$ 2,055,754	\$ 5,055,754	40.7%		Constrained			

Summary of Amended Changes Upon TA/TAP Fiscal Constraint																					
Key	Year	Amended Changes									Key	Year	Amended Changes								

TA/TAP Notes: At the end of FY 2021, available U3 funds that could be carried over into the 2021-2026 MTIP will range from \$5,602,118 to \$8,602,118