

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Monday, March 18, 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: March 2019 Bundle #1 MTIP Administrative Modification, #AB19-19-MAR1 Approval Request **\*MODIFICATION 1\***

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 March 2019 Administrative Modification #1 is under amendment number AB19-10-MAR1 and contains six projects as shown in the below table:

<b>Proposed March 2019 Administrative Modification Bundle #1</b> <b>Modification Number: AB19-10-MAR1</b> <b>Total Number of Projects: 6</b>				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 <b>Key 18001</b>	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<b>COST INCREASE:</b> The Admin Mod adds \$55,000 of approved STBG funds plus \$6,295 local funds (total \$61,295) to PE and the Other phase to address a funding shortfall. Total project cost increases to \$2,312,493 and represents a 2.7% cost change to the project
Project #2 <b>Key 14393</b>	Gresham <b>MOD 1 HERE</b>	Cleveland St: NE Stark to SE Powell	<del>This project will reconstruct and standardize 1.6 miles of Cleveland Avenue through the Gresham Regional Center.</del> Change to be --> <b>Add sidewalks, bike lanes, on-street parking, curb extensions, street trees, street lighting, and signing on NE Cleveland Ave from Burnside Rd to Powell Blvd</b>	<b>FUND SWAP:</b> Approved HPP replaces STP for the project's Construction phase. ROW obligation amounts are updated as well
Project #3 <b>Key 18018</b>	Milwaukie	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	<b>FUND SWAP:</b> Admin Mod updates PE and ROW phases for actual obligation amounts. Construction swaps out HPP re-purposed earmark for STP. Construction phase updated for actual obligations as well.
Project #4 <b>Key 21348 NEW</b>	ODOT	<b>Region 1 LED Conversion</b>	Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.	<b>ADD NEW PROJECT:</b> FHWA approval to add via and Administrative Modification

Project #5 <b>Key 18841</b>	ODOT	OR217 SB: OR10 - OR99W	On OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)	<b>FUND PHASE SWAP:</b> \$1.7 million is shifted from Construction phase to cover PE phase funding shortfall. A \$50k Other phase (locally funded) is also created. Construction phase is slipped to FFY 2021.
Project #6 <b>Key 21400</b>	ODOT	I-205: I-5 - OR213, Phase 3	Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits.	<b>PHASE DELETION/FUND SHIFT:</b> UR and Other phases have been determined not to be required. All funds and scope activities are now in construction phase. No Change in total project cost

**Modification 1 adjusts Key 14393 by reducing the final local overmatch funds in the Construction phase once the HPP earmark funds had been added.**

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](mailto:ken.lobeck@oregonmetro.gov).

Thank you for your time to review Metro's March 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

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Proposed March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1**

Total Number of Projects: **6**

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18001	Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	<b>COST INCREASE:</b> The Admin Mod adds \$55,000 of approved STBG funds plus \$6,295 local funds (total \$61,295) to PE and the Other phase to address a funding shortfall. Total project cost increases to \$2,312,493 and represents a 2.7% cost change to the project
Project #2 Key 14393	Gresham <b>MOD 1 Here</b>	Cleveland St: NE Stark to SE Powell	<del>This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.</del> Change to be --> <b>Add sidewalks, bike lanes, on-street parking, curb extensions, street trees, street lighting, and signing on NE Cleveland Ave from Burnside Rd to Powell Blvd</b>	<b>FUND SWAP:</b> Approved HPP replaces STP for the project's Construction phase. ROW obligation amounts are updated as well
Project #3 Key 18018	Milwaukie	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	<b>FUND SWAP:</b> Admin Mod updates PE and ROW phases for actual obligation amounts. Construction swaps out HPP re-purposed earmark for STP. Construction phase updated for actual obligations as well.
Project #4 Key 21348 NEW	ODOT	<b>Region 1 LED Conversion</b>	Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.	<b>ADD NEW PROJECT:</b> FHWA approval to add via and Administrative Modification
Project #5 Key 18841	ODOT	OR217 SB: OR10 - OR99W	On OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)	<b>FUND PHASE SWAP:</b> \$1.7 million is shifted from Construction phase to cover PE phase funding shortfall. A \$50k Other phase (locally funded) is also created. Construction phase is slipped to FFY 2021.
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2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Project Summary (#1)**

ODOT Key:	<b>18001</b>	MTIP ID: 70478
Project Type:	Existing	
Name:	<b>Clackamas County Regional Freight ITS Project</b>	
Lead Agency:	<b>Clackamas County</b>	
Description:	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	
Amending:	COST INCREASE: Additional consultant support needs in PE and the Other phase (for ConOps) resulted in a funding shortfall for both phases. Approved STP and match is being added to the project to address the funding shortfall	

**Project Details**

- No changes.

**Administrative Amendment**

Justification

Cost increases for \$1 million or greater projects may occur via an Administrative Modification if the net cost change is below 20%

The cost update represents an increase of \$61,295 or 2.7% and is below the 20% threshold

**Project Funding**

Other Phase:

- INCREASE federal STP>200K fund type code (M230/L23E/L230) FY 2014 Other phase cost from \$183,838 to \$238,838
- INCREASE Local fund type code (match to STP) FY 2014 Other phase cost from \$21,041 to \$27,336
- Total Other phase cost increases from \$204,879 to \$266,174

Preliminary Engineering (PE) Phase:

- INCREASE federal STP>200K fund type code (Z230) FY 2018 PE phase cost from \$311,542 to \$318,577
- INCREASE Local fund type code (match to STP) FY 2018 PE phase cost from \$35,657 to \$36,463
- Total PE programming amount increases from \$347,199 to \$355,040

Construction phase:

- DECREASE federal STP>200K fund type code (Z230) FY 2020 Construction phase cost from \$1,524,620 to \$1,517,585
- DECREASE Local fund type code (match to STP) FY 2020 Construction phase cost from \$1,74,500 to \$173,694
- Total Construction phase programming amount decreases from \$1,699,120 to \$1,691,279

Funding Change Details

Amendment submission items:

- ✓ Email Request
- ✓ MTIP Worksheet
- ✓ Approved PCR
- ✓ Updated Project Cost Schedule

Additional consulting needs in support of the project deliverables and completion of ConOps and the PE phase has increased the overall project cost. The additional cost total a little over \$61,000.

As Clackamas County worked with ODOT to determine the added costs, Metro as completing a special HPP earmark repurposing and fund exchange impacting Clackamas County. A review of Key 18001 determined it fell within the geographic area of the re-purposed earmark. A portion of the STP for HPP fund exchange was approved to be committed to Key 18001 and resolve the funding shortfall. This admin mod provides the additional funding.

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MARI** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



- Total project programming increases from \$2,251,198 to \$2,312,413

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Technical corrections with cost changes under the 20% threshold can be accomplished via an Administrative Modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes.** The project is located on a multiple Metro defined Principal and Major Arterials in the Arterials and Throughways network.
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes.** The project contains federal funds and address transportation needs within arterials located on Arterials and Throughways modeling network.
- **Fiscal Constraint Review and Verification: Yes.** The project is a Metro RFFA awarded project
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** ID# 11104 - Regional TSMO Program Investments for 2018-2027. Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
  - **Considered Included in ODOT O&M RTP Project Grouping: No**
  - **RTP and MTIP Costs Consistent: Yes**
- **Capacity Enhancing Project: No:** The project is in the approved 2018 RTP, but is considered a non-capacity exempt project per 40 CFR 93.126, Table - Traffic control devices and operating assistance other than signalization projects.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #4, Reliability and Efficiency, Objective 4.2 – Travel Management: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Metro

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

**Administrative Modification**  
**Cost Increase**  
 7th Amendment to Project

<b>Lead Agency:</b> Clackamas County	Project Type: ITS/TSMO	<b>ODOT Key:</b> 18001
<b>Project Name:</b> Clackamas County Regional Freight ITS Project	ODOT Type: Operation	<b>MTIP ID:</b> 70478
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: Yes	<b>Status:</b> 4
<b>Short Description:</b> Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	Conformity Exempt: No	RTP ID: 12024
	On State Hwy Sys: No	RFFA ID: 50182
	Mile Post Begin: N/A	RFFA Cycle: 2012-15
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2014	Past Amend: 7
	Years Active: 6	OTC Approval: No

**Detailed Description:** The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.

**STIP Description:** Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ConOps/Sys Test & Eval)	Total
<b>Federal Funds</b>								
STP>200K	M230 L23E L230	2014					\$ 183,838	
STP>200K	M230 L23E L230 Z230	2014					\$ 238,838	\$ 238,838
STP>200K	Z230	2018		\$ 311,542				\$ -
STP>200K	Z230	2018		\$ 318,577				\$ 318,577
STP>200K	Z230	2020				\$ 1,524,620		\$ -
STP>200K	Z230	2020				\$ 1,517,585		\$ 1,517,585
								\$ -
Total Equity B programmed = \$729,894							<b>Federal Totals:</b>	<b>\$ 2,075,000</b>
<b>Federal Fund Obligations:</b>				\$ 311,542			\$ 183,838	
<b>EA Number:</b>				PE002977			C4031703	
<b>Initial Obligation Date:</b>				7/25/2018			6/27/2014	

**State Funds**

							\$ -	
							\$ -	
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								



2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Local Funds						
Local	Match	2014				\$ <del>21,041</del>
Local	Match	2014				\$ 27,336
Local	Match	2018		\$ <del>35,657</del>		\$ -
Local	Match	2018		\$ 36,463		\$ 36,463
Local	Match	2020			\$ <del>174,500</del>	\$ -
Local	Match	2020			\$ 173,694	\$ 173,694
						\$ -
Local Total						\$ 237,493
Phase Totals Before Amend:		\$ -	\$ <del>347,199</del>	\$ -	\$ <del>1,699,120</del>	\$ <del>204,879</del>
Phase Totals After Amend:		\$ -	\$ 355,040	\$ -	\$ 1,691,279	\$ 266,174
Year Of Expenditure (YOE):						\$ 2,312,493

**Notes and Changes**

> Exempt Status: Exempt per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects

> Cost change = \$61,295 = 2.7% and is below the 20% threshold

**Reason for Modification and Summary of Changes plus Impacts:**

Admin Mod updates PE, ROW and Construction phase by adding \$55,000 of STBG and \$6,295 local funds to Other and PE phases. Funding shortfall is due added consultant costs than expected.

**References and Additional Notes:**

> 2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027

> RTP Description: Implement and maintain Transportation System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.

> Modeling network: N/A

> ODOT Local Agency Liaison: Mahasti Hastings

> Project Manager: Bikram Raghubansh

> Added Remarks: N/A



**REGION 1 PROJECT CHANGE REQUEST (PCR)**

**Project Budget Table**

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need ( Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2018	\$347,199.00	\$355,040.00	(\$7,841.00)
	Right-of-Way (RW)				\$0.00
	Utility Relocation (UR)				\$0.00
	Construction (CN)	2020	\$1,699,120.00	\$1,691,279.00	\$7,841.00
	Other (OT)	2014	\$204,879.00	\$266,174.00	(\$61,295.00)

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

**Additional Information:**

See attached project estimate and construction estimate.

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Project Summary (#2)**

ODOT Key:	<b>14393</b>	MTIP ID: 70782
Project Type:	Existing	
Name:	<b>Cleveland St: NE Stark to SE Powell</b>	
Lead Agency:	<b>Gresham</b>	
Description:	<del>This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.</del> <b>Change to be --&gt; Add sidewalks, bike lanes, on-street parking, curb extensions, street trees, street lighting, and signing on NE Cleveland Ave from Burnside Rd to Powell Blvd</b>	
Amending:	FUND SWAP: Replacing STP with approved HPP for the construction phase. Fund amounts adjusted as required based on final obligations. This is a final adjustment for auditing requirements	

**Project Details**

- CHANGE MTIP Short Description based on final description used in FMIS for the project. Delete ~~This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center~~ and change to be --> **Add sidewalks, bike lanes, on-street parking, curb extensions, street trees, street lighting, and signing on NE Cleveland Ave from Burnside Rd to Powell Blvd**

Administrative Modification

Justification

Minor technical corrections such as updates for final obligations can be made via an Administrative Modification assuming the net cost change is still under the appropriate threshold.

Updating the fund codes and final obligations results in net cost change of \$199,209 = 10.7% and is below the 20% threshold

**Project Funding**

Preliminary Engineering (PE) Phase:

- No changes
- Total PE phase programming cost remains unchanged at \$312,000

Right-of-Way (ROW) Phase:

- DECREASE federal STP-U fund type code (L23E) FY 2015 ROW cost from \$157,028 to \$128,254
- DECREASE Local fund type code (match to STP) FY 2015 ROW phase cost from \$17,973 to \$14,679
- Total ROW phase programming cost decreases from \$175,001 to 142,933

Construction Phase:

- DECREASE federal STP-U fund type code (Z230) FY 2016 Construction phase cost from \$563,014 to \$265,363
- DECREASE Local fund type code (match to STP) FY 2016 Construction phase cost from \$64,439 to \$30,372
- ADD federal HPP fund type code (RPF9 & RPS9) FY 2016 Construction phase cost of \$297,204

Funding Change Details

- ✓ MTIP worksheet
- ✓ Email Request
- ✓ FMIS Obligation Modification Report

This project was awarded a re-purposed HPP earmark totaling \$297,204. However, programming was never completed. This Admin Mod corrects the error. By adding the HPP, STP funds are reduced accordingly.

Note: Construction phase updates are based on FMIS Mod Report



2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



- ADD Local fund type code (match to HPP) FY 2016  
Construction phase cost of \$34,016
- DECREASE local Other fund type code (OTH0) FY 2016  
Construction phase cost from \$770,546 to **\$425,265**
- Total Construction phase programming cost decreases  
from \$1,397,999 to **\$1,052,220**
- Total project programming amount decreases from  
\$1,885,000 to **\$1,507,153**

**MOD 1 Update: 3-18-2019**

**Local Other funds adjusted to be only \$425,265. Total construction phase cost decreases to \$1,052,220 with the corrected total project cost at \$1,507,153.**

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Minor technical corrections such as a cost fund swap with a change less than 20% can be accomplished via an Administrative Modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes.** The project limits fall within a metro defined "Urban Center" Arterials and Throughways network
  - Provides transportation system improvement: **Yes.**
- **Considered a Regionally Significant Project: Yes.** The project contains federal funds and is located within a defined Urban Center in Arterials and Throughways modeling network which then makes it a Regionally Significant improvement
- **Fiscal Constraint Review and Verification: Yes.** FHWA approved re-purposed earmark
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** IDs# 10423 & 11096.
    - 10423: Cleveland St Reconstruction: Reconstructs Cleveland Street from Burnside to Powell.
    - 11096: Reconstruct Cleveland Street: Reconstructs Cleveland street from Stark to Burnside.
  - **Considered Included in ODOT O&M RTP Project Grouping: No – N/A**
  - **RTP and MTIP Costs Consistent: Yes**
- **Capacity Enhancing Project: No.** The project is exempt under 40 CFR 93.126, Table 2, Other – Pedestrian and Bicycle improvements
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #3 – Transportation Choices, Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks.
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)		Administrative Modification Fund Swap 6th Amendment to Project				
PROJECT AMENDMENT DETAIL WORKSHEET								
<b>Lead Agency:</b> Gresham	Project Type: Rehab	ODOT Key: 14393						
Project Name: Cleveland St: NE Stark to SE Powell	ODOT Type: Ops-Safety	MTIP ID: 70086						
Project Status: 11 = Project completed, reimbursements finished	Capacity Enhancing: No	Status: 11						
<b>Short Description:</b> <del>This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.</del> Change to be --> Add sidewalks, bike lanes, on-street parking, curb extensions, street trees, street lighting, and signing on NE Cleveland Ave from Burnside Rd to Powell Blvd	Conformity Exempt: Yes	RTP ID: 10423						
	On State Hwy Sys: No	11096						
	Mile Post Begin: N/A	RFFA ID: 50135						
	Mile Post End: N/A	RFFA Cycle: 2006-09						
	Length: N/A	UPWP: No						
	1st Year Program'd: 2008	UPWP Cycle: N/A						
	Years Active: 11	Past Amend: 5						
		OTC Approval: No						
<b>Detailed Description:</b> This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center. The collector street will maintain its existing capacity at two travel lanes but the width of the travel lanes will be reduced to ten feet with left-turn pockets at signalized intersections. Sidewalks with a landscaped planter strip or swale, bike lanes, on-street parking and improved lighting will all be added. Pedestrian crossings will be accentuated out. Green Street treatments will be included to the extent.								
<b>STIP Description:</b> Add sidewalks, bikelanes, on-street parkingm curb extensions, street trees, strret lighting								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STP-U	H230 M230	2008		\$ 279,958				\$ 279,958
<del>STP-U</del>	<del>L23E</del>	<del>2015</del>			<del>\$ 157,028</del>			\$ -
STP-U	L23E	2015			\$ 128,254			\$ 128,254
<del>STP-U</del>	<del>Z230</del>	<del>2016</del>					<del>\$ 562,014</del>	\$ -
STP-U	Z230	2016					\$ 265,363	\$ 265,363
HPP	RPF9 RPS9	2016					\$ 297,204	\$ 297,204
								\$ -
Federal Totals:								\$ 970,779
Federal Fund Obligations:				\$ 279,958	\$ 128,254		\$ 562,567	
EA Number:				C3261501	R9050000		CON03983	
Initial Obligation Date:				9/4/2008	6/3/2015		10/24/2016	
<b>State Funds</b>								
								\$ -
								\$ -
State Total:								\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<b>Local Funds</b>								
Local	Match	2008		\$ 32,042				\$ 32,042
<del>Local</del>	<del>Match</del>	<del>2015</del>			<del>\$ 17,973</del>			\$ -
Local	Match	2015			\$ 14,679			\$ 14,679
<del>Local</del>	<del>Match</del>	<del>2016</del>					<del>\$ 64,439</del>	\$ -
Local	Match	2016					\$ 30,372	\$ 30,372
Local	Match	2016					\$ 34,016	\$ 34,016
Other	OTH0	2016					<del>\$ 770,546</del>	\$ -
Other	OTH0	2016					\$ 425,265	\$ 425,265
								\$ -
Local Total:								\$ 536,374
Phase Totals Before Amend:			\$ -	\$ 312,000	<del>\$ 175,001</del>	\$ -	<del>\$ 1,397,999</del>	<del>\$ 1,885,000</del>
Phase Totals After Amend:			\$ -	\$ 312,000	\$ 142,933	\$ -	\$ 1,052,220	\$ 1,507,153
Year Of Expenditure (YOE):								\$ 1,507,153

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



PE Phase

Financial Plan					
Funding Responsibility	STIP Name	STIP Year	Use Savings	Total Target Amount	Total Est/Act Amount
URBAN STP POR	2008-2011 STIP	2008	<input type="checkbox"/>	\$0.00	\$0.00
<b>Totals</b>				<b>\$0.00</b>	<b>\$0.00</b>

  

Fund Codes			
Fund Code	Description	Percent	Total Amount
L230	STP URBANIZED - STEA	75.32%	\$235,000.00
M230	STP >200K	24.68%	\$77,000.00
<b>Totals</b>		<b>100.00%</b>	<b>\$312,000.00</b>

  

**Fund Code Information**

Fund Code **M230 - STP >200K**

ICAP <input type="checkbox"/>	Fund Code Default	Fund Code Percent	Fund Code Total Amount
Federal Amount	89.73%	89.73%	\$69,092.00
State1 Amount	0.00%	0.00%	\$0.00
State2 Amount	0.00%	0.00%	\$0.00
State3 Amount	0.00%	0.00%	\$0.00
Local Amount	10.27%	10.27%	\$7,908.00
<b>Totals</b>		<b>* 100.00%</b>	<b>\$77,000.00</b>

\* Percentage totals may not equal 100% due to rounding precision.

ROW Phase

Fund Codes			
Fund Code	Description	Percent	Total Amount
L23E	STP URBANIZED AREAS	100.00%	\$142,933.62
<b>Totals</b>		<b>100.00%</b>	<b>\$142,933.62</b>

  

**Fund Code Information**

Fund Code **L23E - STP URBANIZED AREAS**

ICAP <input type="checkbox"/>	Fund Code Default	Fund Code Percent	Fund Code Total Amount
Federal Amount	89.73%	89.73%	\$128,254.33
State1 Amount	0.00%	0.00%	\$0.00
State2 Amount	0.00%	0.00%	\$0.00
State3 Amount	0.00%	0.00%	\$0.00
Local Amount	10.27%	10.27%	\$14,679.29
<b>Totals</b>		<b>* 100.00%</b>	<b>\$142,933.62</b>

\* Percentage totals may not equal 100% due to rounding precision.

Construction Phase

Date: 03/04/2019  
Time: 12:30:45  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL AID PROJECT MODIFICATION  
Report: FMISD06A  
Page 1 of 1

RECIPIENT: 41-Oregon FEDERAL PROJECT NO: 3125042 NO: 3

RECIPIENT PROJ. NO(S): 14393

PROJECT TITLE: NE CLEVELAND AVE: STARK ST - POWELL BLVD (GRESHAM)  
PROJECT DESCRIPTION: ROAD RECONSTRUCTION

CLASSIFICATION OF PHASE OF WORK: CONSTR

THE PROJECT AGREEMENT FOR THE ABOVE REFERENCED PROJECT ENTERED INTO BETWEEN THE UNDERSIGNED PARTIES AND EXECUTED BY THE DIVISION ADMINISTRATOR ON 10/24/2016 IS HEREBY MODIFIED AS FOLLOWS:

PROGRAM CODE	FAIN	URBAN / WITH		FORMER AMOUNT	REVISED AMOUNT
RPF9	693JJ21930000RPF9OR3125042		ESTIMATED TOTAL OF THE PROJECT	\$0.00	\$226,401.43
			FEDERAL FUNDS	\$0.00	\$203,130.00
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	0%	89.73%
RPS9	693JJ21930000RPS9OR3125042		ESTIMATED TOTAL OF THE PROJECT	\$0.00	\$104,818.44
			FEDERAL FUNDS	\$0.00	\$94,053.59
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	0%	89.73%
Z230	413125042Z230	71317	ESTIMATED TOTAL OF THE PROJECT	\$1,052,219.61	\$720,999.73
			FEDERAL FUNDS	\$562,566.25	\$265,362.66
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%

**RECIPIENT REMARKS:**  
MOD TO CORRECT FUNDING. PROJECT WAS SUPPOSED TO HAVE REPURPOSED EARMARK FUNDING AND NOT STBG FUNDS. THIS MOD CORRECTS THE ADMINISTRATIVE ERROR AT PROGRAMMING - JF 2/27/19

MODIFICATION DUE TO PROJECT AGREEMENT ESTIMATES.  
LOCAL OVERMATCH IS NOW \$425,265.13  
2-8-17 LKL

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Project Summary (#3)**

ODOT Key:	<b>18018</b>	MTIP ID: 70479
Project Type:	Existing	
Name:	<b>17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin</b>	
Lead Agency:	<b>Milwaukie</b>	
Description:	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	
Amending:	FUND SWAP: Repurposed HPP earmark approved for project and replaces STP funds. Phase actual obligation amounts updated as well. Minor cost decrease results of \$119k or 2.7%	

**Project Details**

- No changes

**Administrative Modification  
Justification**

Minor cost changes below the 20% cost threshold for projects costing \$1 million or greater may be accomplished via an Administrative Modification  
The phase obligation updates and HPP replacement results in a cost decrease of \$119,459 = 2.6%

**Project Funding**

Preliminary Engineering (PE) Phase:

- DECREASE federal STP-U fund type codes (33C0m L30, & L23E) FY 2013 PE phase cost from \$1,245,384 to \$944,807
- DECREASE Local fund type code (match to STP-U) FY 2013 PE phase cost from \$142,540
- Total PE phase programming cost decreases from \$1,387,924 to \$1,052,944

Right of Way (ROW) Phase:

- DECREASE federal STP-U fund type code (L23E) FY 2015 ROW from \$143,568 to \$92,570
- DECREASE Local fund type code (match to STP-U) FY 2015 ROW phase cost from \$16,432 to \$10,595
- Total ROW phase programming amount decreases from \$160,000 to \$103,165

Construction Phase:

- DECREASE federal STP-U fund type code FY 2016 Construction phase from \$2,635,046 to \$2,396,774
- DECREASE Local fund type code (match to STP-U) FY 2016 Construction phase cost from \$301,593 to \$274,322
- ADD federal HPP earmark fund type codes (RPS( & RPF9) FY 2016 Construction phase amount of \$589,847
- ADD Local fund type code (match to HPP) FY 2016 Construction phase amount of \$67,511

Funding Change Details

- ✓ MTIP worksheet
- ✓ Email Request
- ✓ FMIS Construction phase Obligation Mod Report
- ✓ STIP FP obligation verification for PE and ROW phases.

\$589,847 was authorized for the project as a repurposed earmark. The transfer never occurred when the construction phase was obligated

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



- ADD State fund type code (S010) FY 2016 Construction phase cost of \$25,675
- ADD Local Other fund type code (OTH0 – local overmatch) FY 2016 Construction phase cost of \$93,784
- Total Construction phase increases from \$2,936,639 to \$3,447,913
- Total project programming amount increases from \$4,484,563 to \$4,604,022

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Minor technical corrections involving fund swaps and cost changes less than 20% can be accomplished via an Administrative Modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes.** The 17<sup>th</sup> Ave is a designated Regional Bikeway in the Metro Bicycle network and Pedestrian Parkway in the Pedestrian network
  - Provides transportation system improvement: **Yes.**
- **Considered a Regionally Significant Project: Yes.** The project contains federal funds and supports improvements to the Bicycle and Pedestrian networks.
- **Fiscal Constraint Review and Verification: Yes.** FHWA verified and approved HPP re-purposed earmark for Key 18018
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.**
  - **Considered Included in ODOT O&M RTP Project Grouping: No**
    - Bridge Rehabilitate & Repair
    - Culvert Replacement & Repair
    - Highway Pavement Maintenance
    - Safety and Operations Project
  - **RTP and MTIP Costs Consistent: Yes**
- **Capacity Enhancing Project: No.** The Pedestrian and bicycle improvements are exempt per 40 CFR 126.Table 2, Air Quality, Bicycle and Pedestrian Facilities
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #3 – Transportation Choices,
  - Objective 3.1 – Travel Choices: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.
  - Objective 3.2 – Active Transportation System Completion: Complete all gaps in regional bicycle and pedestrian networks.
  - Objective 3.4 – Access to Active travel Options: Increase household and job access to planned regional bike and walk networks.
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification



2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Metro

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

**Administrative Modification  
Fund Swap  
4th Amendment to Project**

<b>Lead Agency:</b> Milwaukie	Project Type: Highway	<b>ODOT Key:</b> 18018
<b>Project Name:</b> 17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	ODOT Type: Modern	<b>MTIP ID:</b> 70479
<b>Project Status:</b> 10 = Project close-out (final billings, de-obligations, etc.) in progress.	Capacity Enhancing: Yes	<b>Status:</b> 10
<b>Short Description:</b> Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	Conformity Exempt: No	RTP ID: 10104
	On State Hwy Sys: No	RFFA ID: 50183
	Mile Post Begin: N/A	RFFA Cycle: 2012-15
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2016	Past Amend: 3
	Years Active: 6	OTC Approval: No

**Detailed Description:** Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Two multi-use trails converge near Milwaukie, and this project would bring them together. The Springwater Corridor runs east-west between downtown Portland and Boring. The Trolley Trail runs from Gladstone north, to Milwaukie.

**STIP Description:** Construct trail on west side of SE 17th Ave; Kink Trolley and Springwater Corridor Trails

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STP-U	33C0 L230 L23E	2013	-	\$ 1,245,384				\$ -
STP-U	33C0 L230 L23E	2013		\$ 944,807				\$ 944,807
STP-U	L23E	2015			\$ 143,568			\$ -
STP-U	L23E	2015			\$ 92,570			\$ 92,570
STP-U	M23E L23E Z230	2016					\$ 2,635,046	\$ -
STP-U	M23E L23E Z230	2016					\$ 2,396,774	\$ 2,396,774
HPP	RPS9 RPF9	2016					\$ 589,847	\$ 589,847
Total Equity B programmed = \$729,894								\$ -
<b>Federal Fund Obligations:</b>				\$ 944,807	\$ 92,570		\$ 2,986,621	<b>Federal Totals: \$ 4,023,998</b>
<b>EA Number:</b>				PE002289	R9034000		CON04843	
<b>Initial Obligation Date:</b>				7/13/2013	4/1/2015		1/29/2016	



2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

**Project Narratives**



State Funds									
State	S010	2016						\$ 25,675	\$ 25,675
								\$	-
State Total:								\$	25,675
State Fund Obligations:								\$	25,675
EA Number:								CON04843	
Initial Obligation Date:								1/29/2016	
Local Funds									
Local	Match	2013		\$	142,540			\$	-
Local	Match	2013		\$	108,137			\$	108,137
Local	Match	2015				\$	16,432	\$	-
Local	Match	2015				\$	10,595	\$	10,595
Local	Match	2016						\$	301,593
Local	Match	2016						\$	274,322
Local	Match	2016						\$	67,511
Other	OTH0	2016						\$	93,784
								\$	-
Local Total								\$	554,349
Phase Totals Before Amend:		\$	-	\$	1,387,924	\$	160,000	\$	-
Phase Totals After Amend:		\$	-	\$	1,052,944	\$	103,165	\$	-
Year Of Expenditure (YOE):								\$	4,604,022
<b>Notes and Changes</b>									
> Exempt Status: Non-capacity enhancing, exempt project per 40 CFR 93.126, Table 2, Pedestrian and Bicycle Facilities, and included in the 2014 RTP.									
<b>Reason for Modification and Summary of Changes plus Impacts:</b>									
Admin Mod updates PE and ROW phases for actual obligation amounts. Construction swaps out HPP re-purposed earmark for STP. Construction phase updated for actual obligations as well.									
<b>References and Additional Notes:</b>									
> Cost increase due to updated obligations and phase costs = \$119,459 = 2.6% cost change and is below the 20% threshold.									
> 2018 RTP ID: 10104,									
> ODOT Local Agency Liaison: N/A									
> Project Manager: N/A									
> Added Remarks: N/A									

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Date: 03/04/2019  
 Time: 12:32:19

**U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 FEDERAL-AID PROJECT MODIFICATION**

Report: FMISD06A  
 Page 1 of 2

**RECIPIENT:** 41-Oregon **FEDERAL PROJECT NO:** 4865018 **NO:** 8  
**RECIPIENT PROJ. NO(S):** 18018  
**PROJECT TITLE:** 17TH AVE TRAIL: SE OCHOCO - SE MCLOUGHLIN  
**PROJECT DESCRIPTION:** CONSTRUCT TRAIL ON WEST SIDE OF SE 17TH AVE;  
 LINK TROLLEY AND SPRINGWATER CORRIDOR TRAILS

**CLASSIFICATION OF PHASE OF WORK:** CONSTR

THE PROJECT AGREEMENT FOR THE ABOVE REFERENCED PROJECT ENTERED INTO BETWEEN THE UNDERSIGNED PARTIES  
 AND EXECUTED BY THE DIVISION ADMINISTRATOR ON 01/29/2016 IS HEREBY MODIFIED AS FOLLOWS:

PROGRAM CODE	FAIN	URBAN / WITH		FORMER AMOUNT	REVISED AMOUNT
L23E	414865018L23E	27	ESTIMATED TOTAL OF THE PROJECT	\$199,988.00	\$199,988.00
			FEDERAL FUNDS	\$179,449.23	\$179,449.23
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%
M23E	414865018M23E	27	ESTIMATED TOTAL OF THE PROJECT	\$2,900,880.06	\$2,243,522.79
			FEDERAL FUNDS	\$2,518,806.99	\$1,928,960.32
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%
RPF9	693JJ21930000RPF9OR4865018		ESTIMATED TOTAL OF THE PROJECT	\$0.00	\$452,801.74
			FEDERAL FUNDS	\$0.00	\$406,299.00
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	0%	89.73%
RPS9	693JJ21930000RPS9OR4865018		ESTIMATED TOTAL OF THE PROJECT	\$0.00	\$204,555.53
			FEDERAL FUNDS	\$0.00	\$183,547.68
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	0%	89.73%
Z230	414865018Z230	71317	ESTIMATED TOTAL OF THE PROJECT	\$347,044.78	\$347,044.78
			FEDERAL FUNDS	\$288,365.10	\$288,365.10
			ADV CONSTRUCTION FUNDS	\$0.00	\$0.00
			PERCENT FEDERAL SHARE	89.73%	89.73%

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Project Summary (#4)		
ODOT Key:	<b>21348</b>	MTIP ID: TBD
Project Type:	<b>New Project</b>	
Name:	<b>Region 1 LED Conversion</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.	
Amending:	ADD NEW PROJECT: Per FHWA approval, This O&M, state funded, no federal approvals required project is being allowed to be added to the MTIP via an Administrative Modification	
Project Details		Administrative Modification Justification
<ul style="list-style-type: none"> <li>- ADD ODOT Key Number: 21348 for the project</li> <li>- CREATE a new MTIP Key number for the project</li> <li>- ADD ODOT as the Lead Agency</li> <li>- ADD the MTIP Short Description: Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.</li> <li>- ADD MTIP Detailed Description: Operations &amp; Maintenance (O&amp;M) improvement project to provide lighting improvements along various on-system locations in Region 1 providing upgrades of highway lighting to LED. Fixtures. State funded with no federal approvals required.</li> </ul>		<p>Approval by FHWA granted to add this unique project to the MTIP and STIP. Project has no federal approvals or obligation steps.</p> <p>OTC approval was required.</p>
Project Funding		Funding Change Details
<p><u>Construction Phase:</u></p> <ul style="list-style-type: none"> <li>- ADD State fund type code (S010) FY 2019 Construction phase cost of \$20,000,000</li> <li>- INCREASE</li> <li>- Total Construction phase programming cost is \$20,000,000</li> <li>- Total project programming amount is \$20,000,000</li> </ul>		<ul style="list-style-type: none"> <li>✓ MTIP worksheet</li> <li>✓ Email Request</li> <li>✓ STIP Summary Report</li> <li>✓ OTC Staff Report</li> </ul> <p>ODOT has thousands of light fixtures installed on highways to ensure visibility and improve safety for the traveling public. Most of the Oregon Department of Transportation's (ODOT's) highway lighting consists of relatively low-efficiency bulbs that use significant energy. They also require frequent replacement, which in turn requires ODOT staff to work on the highway more often, driving up maintenance costs</p>



and slowing traffic in work zones. New light-emitting diode (LED) lights use less energy and last much longer.

ODOT will issue a solicitation, evaluate the responses to the solicitation, and select one or more firms to negotiate the term, scope, costs, guarantees and other aspects of a project to replace highway lighting with energy-efficient LED fixtures. An initial step will be to audit the current state of highway lighting in Region 1, including ownership jurisdictions, utility rates, required permitting, luminaire type, and other elements.

### MTIP Review & Certification Details

- **Administrative Modification Authorized:** **Yes.** FHWA approved
- **Metro Legislation Required:** **No**
- **MTIP Eligibility Verification:** **Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes.** Various location throughout Region 1
  - Provides transportation system improvement: **Yes.**
- **Considered a Regionally Significant Project:** **Yes.** The \$20 million will be applied to the RTP's accounting of system preservation
- **Fiscal Constraint Review and Verification:** **Yes.** OTC approval January 2019
- **RTP Consistency Review:** **Yes**
  - **In Current RTP:** **Yes.**
  - **Considered Included in ODOT O&M RTP Project Grouping:** **Yes**
    - Bridge Rehabilitate & Repair
    - Culvert Replacement & Repair
    - Highway Pavement Maintenance
    - **Safety and Operations Project**
  - **RTP and MTIP Costs Consistent:** **Yes**
- **Capacity Enhancing Project:** **No.** The Pedestrian and bicycle improvements are exempt per 40 CFR 126. Table 2, Air Quality, Bicycle and Pedestrian Facilities
- **Satisfies 2018 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 are not subject to the 30 –day Public Notification/Opportunity to comment process. However, ODOT did complete a required two-week notification as part of the STIP inclusion process.
- **OTC action required:** **Yes.** OTC approval was required for this Administrative Modification and occurred during their January 2019 meeting.
- **JPACT & Metro Council action required:** **No.** JPACT and Metro Council approval were not required for this Administrative Modification

# 2018-21 Metropolitan Transportation Improvement Program (MTIP)

## Metro March 2019 Administrative Modification Bundle #1

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

### Project Narratives



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)		Administrative Modification New Project Initial Programming				
PROJECT AMENDMENT DETAIL WORKSHEET								
<b>Lead Agency:</b> ODOT	<b>Project Type:</b> Safety	<b>ODOT Key:</b> 21348						
<b>Project Name:</b> Region 1 LED Conversion	<b>ODOT Type:</b> Ops	<b>MTIP ID:</b> TBD						
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	<b>Capacity Enhancing:</b> No	<b>Status:</b> 1						
<b>Short Description:</b> Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.	<b>Conformity Exempt:</b> Yes	<b>RTP ID:</b> Safety O&M						
	<b>On State Hwy Sys:</b> Var	<b>RFFA ID:</b> N/A						
	<b>Mile Post Begin:</b> Var	<b>RFFA Cycle:</b> N/A						
	<b>Mile Post End:</b> Var	<b>UPWP:</b> No						
	<b>Length:</b> Var	<b>UPWP Cycle:</b> N/A						
	<b>1st Year Program'd:</b> 2019	<b>Past Amend:</b> 0						
	<b>Years Active:</b> 1	<b>OTC Approval:</b> No						
<b>Detailed Description:</b> Operations & Maintenance (O&M) improvement project to provide lighting improvements along various on-system locations in Region 1 providing upgrades of highway lighting to LED. Fixtures. State funded with no federal approvals required.								
<b>STIP Description:</b> Upgrade highway lighting to LED fixtures to reduce electricity and maintenance costs and to improve light quality and safety for the traveling public. This will also help meet the state's carbon-reduction goals.								
<b>PROJECT FUNDING DETAILS</b>								
<b>Fund Type</b>	<b>Fund Code</b>	<b>Year</b>	<b>Planning</b>	<b>Preliminary Engineering</b>	<b>Right of Way</b>	<b>Other (Utility Relocation)</b>	<b>Construction</b>	<b>Total</b>
<b>Federal Funds</b>								
								\$ -
								\$ -
								\$ -
Total Equity B programmed = \$729,894							<b>Federal Totals:</b>	\$ -
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
<b>State</b>	<b>S010</b>	<b>2019</b>					\$ 20,000,000	\$ 20,000,000
								\$ -
							<b>State Total:</b>	\$ 20,000,000
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total:</b>	\$ -
<b>Phase Totals Before Amend:</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals After Amend:</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
<b>Year Of Expenditure (YOE):</b>								\$ 20,000,000
<b>Notes and Changes</b>								
Exempt Status: Non-capacity, exempt project per 40 CFR 93.126, Table 2, Safety - Lighting Improvements								
<b>Reason for Modification and Summary of Changes plus Impacts:</b>								
While no federal funds are present no federal approvals are required, the \$20 million provides a significant O&M on-system investment for Region 1. MTIP programming enables the O&M investment to be captured. Project added to the MTIP via Admin Mod per FHWA approval.								
<b>References and Additional Notes:</b>								
Cost increase due to updated obligations and phase costs = \$497,816 = 5.9% cost change and is below the 20% threshold.								
2018 RTP ID: Operations and Maintenance (O&M) - November 28, 2018 Memo, RTP Name: Safety and Operations.								
Eligible safety and operational improvements for this project grouping may include the following: (1) Highway crossings improvements, (2), Roadway safety non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS								
Modeling network: N/A								
DOT Local Agency Liaison: N/A								
Project Manager: N/A								
Added Remarks: N/A								





**Oregon**

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 5, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Agenda G – Approval of OIPP Solicitation for LED (light-emitting diode)  
Conversion Project

**Requested Action:**

Request approval, under OAR 731-070-0042, to solicit proposals and negotiate agreement(s) to upgrade to more energy-efficient lighting on state highways in Region 1 under the authority of the Oregon Innovative Partnerships Program (OIPP). Such approval requires a determination by the Oregon Transportation Commission (OTC) that it has the potential to accelerate cost-effective delivery and promote innovative approaches to carry out the project. In a traditional Oregon Department of Transportation (ODOT) procurement for goods and services, the scope schedule and budget are known. In this project there are many unknowns and the OIPP process will allow ODOT to investigate various options through negotiations and identify the optimal project parameters. ODOT does not have the current maintenance budget to make a large-scale capital investment in LED (light-emitting diode) technology (Region 1 estimates only about 10 percent of its highway lighting in energy-efficient), and the concept is to utilize an innovative financing mechanism to pay for this investment through energy and maintenance cost savings.

**Background:**

The Oregon Innovative Partnerships Program was created by the Oregon Legislature to develop partnerships with private entities and units of government in order to expedite project delivery, maximize innovation in project development and to leverage public funding with private sources of capital. It allows ODOT to waive many elements of the public contracting code but puts additional oversight in the hands of the OTC.

The OIPP enabling statute defines a "transportation project" as "Any undertaking that facilitates any mode of transportation in this state." This broad and highly flexible authority can be used to pursue projects that apply to highways, bridges, rail, ports, ancillary facilities, telecommunications, etc.

ODOT has used the OIPP to investigate and pursue a wide variety of projects ranging from privately financed toll roads, solar arrays on highway right-of-way, electric vehicle charging stations, fiber optic infrastructure to OReGO and open architecture tolling. The program is an important tool in ODOT's toolkit to be able to respond nimbly to transportation improvement opportunities as they arise.



2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Oregon Transportation Commission

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To become an OIPP project, the Oregon Transportation Commission (OTC) must make a formal finding that doing so will “have the potential to accelerate cost-effective delivery and promote innovative approaches to carrying out the project.” ODOT can use the program to design customized procurements to solicit project proposals, or it can accept unsolicited proposals from private firms or units of government.

The program enables private partners to participate in earlier developmental stages of projects instead of traditional design-bid-build project delivery methodologies. It also allows projects to be selected based on best overall value instead of having to go with the lowest bid. There are even provisions for entering into direct negotiations with private firms in certain circumstances.

Some of the most important provisions of the program envision public/private partnerships (P3) governed by negotiated agreements. The program is exempt from most of public procurement restrictions in [ORS Ch. 279](#). It also requires consultation with affected local government entities and that projects be consistent with local and State transportation plans.

As specified under [OAR 731-070-0230](#), any agreements completed under this authorization are reviewed for legal sufficiency by the Oregon Department of Justice (DOJ) and will be brought back to the OTC for final approval before implementation.

**Highway Illumination Project:**

ODOT has thousands of light fixtures installed on highways to ensure visibility and improve safety for the traveling public. Most of the Oregon Department of Transportation’s (ODOT’s) highway lighting consists of relatively low-efficiency bulbs that use significant energy. They also require frequent replacement, which in turn requires ODOT staff to work on the highway more often, driving up maintenance costs and slowing traffic in work zones. New light-emitting diode (LED) lights use less energy and last much longer. Many highway agencies have found that they can reduce their energy and maintenance costs – and increase safety by reducing staff time in work zones – by installing LED lighting.

In order to reduce energy and maintenance costs, ODOT has developed a project concept to upgrade High Intensity Discharge (HID) and/or High Pressure Sodium (HPS) luminaires to LED lighting as a pilot project in ODOT Region 1, with the potential to expand to other parts of the State Highway System if successful.

DOJ has provided written advice (attached) that upgrading to more energy-efficient lighting on state highways falls within the definition of a “transportation project” as defined in the OIPP statutes. By enrolling the project into OIPP, ODOT has the opportunity to take advantage of the financial instrument known as an Energy Savings Performance Contract (ESPC). The ESPC is an innovation ODOT has not used before that is intended to pay for the upfront capital costs of the LED replacement project through energy and maintenance savings over time. OIPP has consulted with the Oregon Department of Energy (ODOE) to ensure regulatory compliance with the program. By law, ODOT must select from ODOE’s list of pre-qualified Energy Savings Companies (ESCOs) for the program. More information about State agency use of Energy Savings Performance Contracting can be found at:

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

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Project Narratives



Oregon Transportation Commission

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<http://www.oregon.gov/energy/energy-oregon/Documents/ESPC%20Guide%202016.pdf>. An additional benefit to enrolling the project in OIPP is that many of the requirements in ODOE's process are geared toward vertical construction (e.g. office buildings or universities) and using OIPP will enable ODOT to tailor the project to the horizontal built environment (highway lighting) and focus on critical issues important to ODOT like safety and public awareness.

ODOT will issue a solicitation, evaluate the responses to the solicitation, and select one or more firms to negotiate the term, scope, costs, guarantees and other aspects of a project to replace highway lighting with energy-efficient LED fixtures. An initial step will be to audit the current state of highway lighting in Region 1, including ownership jurisdictions, utility rates, required permitting, luminaire type, and other elements.

The selected firm(s) will undertake the design, construction, installation and system verification for the LED replacement project. ODOT will also ask for assistance in securing any available rebates, discounts or other incentives to offset project costs and assist in development of a financing plan, complete with energy savings projections and performance guarantees.

**Project Benefits:**

The project will reduce electricity costs and maintenance costs and improve overall light quality for the traveling public.

A similar project that the Washington State Department of Transportation (WSDOT) has undertaken has resulted in the conversion of more than 2,000 fixtures to LEDs in the Olympia area and the removal of more than 500 lighting instruments because of enhanced illumination. WSDOT officials responsible for that project report that they have been pleased with the ESPC arrangement to date.

ODOT anticipates the project will produce energy savings and reduce maintenance costs sufficient to pay for itself over the period of the negotiated agreement. Typically, the selected firm will guarantee that the project will perform such that electrical savings will not be less than specified in the negotiated contract agreement. This project will also have a positive impact on the environment. The energy savings will reduce the amount of electricity consumed by ODOT and its partners and will reduce its greenhouse gas emissions, in support of statewide goals.

In summary, this project represents an excellent opportunity for ODOT and its partners to improve the lighting infrastructure in the Portland Metro region while providing energy savings, reducing maintenance costs and helping to meet the State's carbon-reduction goals. If successful, the project may be expanded to other parts of the State.

**Copies to:**

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	Luci Moore	Mike Kimlinger	Ted Miller
Eryca Dinsdale	Art James	Lee Helgersen	Bonnie Heitsch
Ann Hushagen	Lynn Averbek		

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1/12/2018

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Project Summary (#5)**

ODOT Key:	<b>18841</b>	MTIP ID: 70782
Project Type:	Existing	
Name:	<b>OR217 SB: OR10 - OR99W</b>	
Lead Agency:	<b>ODOT</b>	
Description:	OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)	
Amending:	FUND PHASE SWAP: \$1.7 million is being transferred from the Construction phase to PE. A \$50k Other phase is also being established for the project	

**Project Details**

- No changes

Administrative Amendment

Amendment Matrix

Phase fund swaps where the net cost of the project remains unchanged is considered to be a technical correction and can occur as an Administrative Modification

**Project Funding**

Preliminary Engineering (PE) Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2014 PE phase cost of \$1,525,410
- ADD State fund type code (match to ADVCON) FY 2014 PE phase cost of \$174,590
- Total PE phase cost increases from \$3,302,832 to \$5,002,832

Right of Way (ROW) Phase:

- No changes
- Total ROW programming amount remains unchanged at \$200,000

OTHER phase:

- Add local Other fund type code (OTH0) FY 2019 Other phase cost of \$50,000
- Total Other phase programming amount is \$50,000

Construction phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2020 Construction phase cost of \$39,301,740
- DELETE State fund type code (match to ADVCON) FY 2020 Construction phase cost of \$4,498,260
- ADD federal ADVCON fund type code (ACP0) FY 2021 Construction phase cost of \$37,731,465
- ADD State fund type (match to ADVCON) FY 2021 Construction phase cost of \$4,318,535
- Total Construction phase programming amount decreases from \$43,800,000 to \$42,050,000

Funding Change Details

Amendment submission items:

- ✓ MTIP Worksheet
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Email Request
- ✓ Construction phase cost estimate

PE phase shortfall due to Water Quality Treatment Facilities to offset 10 acres of treatment needed for OR217. \$1.7 million shifted from Cons phase to PE. Latest construction phase estimate suggest 30% contingency added to estimate provides overage allowing the \$1.7 million to be shifted to PE without backfill needed.

A \$50k Other phase also added to the project. Bike /ped work on City of Beaverton right of way is required to satisfy Bike Bill requirements. The City has agreed to do the work that is only impacting their facility in coordination with another project they have in the same area. In order for Beaverton to do this work, an Other phase needs to be set up with \$50K state funds





- Total project programming remains unchanged at \$47,302,832

#### MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Fund phase swap with no change in the net total project cost can be accomplished as an Administrative Modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes.** OR 217 is on a Metro defined Principal Arterial in the Arterials and Throughways network
  - Provides transportation system improvement: **Yes.**
- **Considered a Regionally Significant Project: Yes.**
- **Fiscal Constraint Review and Verification: Yes.** Approved HB2017 project
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** RTP ID 11986 - OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)  
Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. - Construction Phase
  - **Considered Included in ODOT O&M RTP Project Grouping: No**
    - Bridge Rehabilitate & Repair
    - Culvert Replacement & Repair
    - Highway Pavement Maintenance
    - Safety and Operations Project
  - **RTP and MTIP Costs Consistent: Yes**
- **Capacity Enhancing Project: Yes.** The project has been included in the Arterial and Throughways modeling network
- **Satisfies 2018 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 are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**PROJECT AMENDMENT DETAIL WORKSHEET**

**Administrative Modification  
Fund Phase Swap  
8th Amendment to Project**

<b>Lead Agency:</b> ODOT	Project Type: Highway	<b>ODOT Key:</b> 18841
Project Name: OR217 SB: OR10 - OR99W	ODOT Type: Modern	<b>MTIP ID:</b> 70782
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: Yes	<b>Status:</b> 4
Short Description: OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)	Conformity Exempt: No	RTP ID: 11986
	On State Hwy Sys: OR217	RFFA ID: No
	Mile Post Begin: 2.05	RFFA Cycle: N/A
	Mile Post End: 5.69	UPWP: No
	Length: 3.64	UPWP Cycle: N/A
	1st Year Program'd: 2014	Past Amend: 7
	Years Active: 6	OTC Approval: No

**Detailed Description:** OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane, (HB 2017 Awarded Project, \$44 million)

**STIP Description:** Add a southbound Auxillary Lane from the intersection of OR10 to 99W.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
HSIP -100%	ZS30	2014		\$ 1,934,451			\$	1,934,451
HSIP	MS30	2014		\$ 758,254			\$	758,254
ADVCON	ACP0	2014		\$ 1,525,410			\$	1,525,410
ADVCON	ACP0	2019			\$ 179,460		\$	179,460
ADVCON	ACP0	2020					\$ -39,301,740	\$ -
ADVCON	ACP0	2021					\$ 37,731,465	\$ 37,731,465
							\$	-
Total Equity B programmed = \$729,894							<b>Federal Totals:</b>	<b>\$ 42,129,040</b>
<b>Federal Fund Obligations:</b>				\$ 2,692,705	\$ -			
<b>EA Number:</b>				PE002386				
<b>Initial Obligation Date:</b>				5/5/2014				

<b>State Funds</b>								
State	Match	2014		\$ 174,590			\$	174,590
State	Match	2019			\$ 20,540		\$	20,540
State	Match	2020					\$ -4,498,260	\$ -
State	Match	2021					\$ 4,318,535	\$ 4,318,535
							<b>State Total:</b>	<b>\$ 4,513,665</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

<b>Local Funds</b>								
Local	Match	2014		\$ 63,969			\$	63,969
Other	OTH0	2014		\$ 546,158			\$	546,158
Other	OTH0	2019				\$ 50,000	\$	50,000
							\$	-
							<b>Local Total:</b>	<b>\$ 660,127</b>
Phase Totals Before Amend:			\$ -	\$ -3,302,832	\$ 200,000	\$ -	\$ -43,800,000	\$ 47,302,832
Phase Totals After Amend:			\$ -	\$ 5,002,832	\$ 200,000	\$ 50,000	\$ 42,050,000	\$ 47,302,832
Year Of Expenditure (YOE):								\$ 47,302,832

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



**Project Summary (#6)**

ODOT Key:	<b>21400</b>	MTIP ID: 71065
Project Type:	Existing	
Name:	<b>I-205: I-5 - OR213, Phase 3</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits.	
Amending:	PHASE DELETION/FUND SHIFT: UR and Other phase not required. Other phase ion MTIP is being deleted (combines both UR and Other) with scope and funding moved back to Construction phase. Total project cost remains unchanged.	

**Project Details**

- RTP ID Technical Change: Correct RTP ID reference in MTIP from 11169 to be 11969.

**Administrative Amendment**

Justification

Adding or deleting any phase (except CN) of an approved project below Full Amendment #3

**Project Funding**

Other Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2019 Other phase cost of \$1,475,520
- DELETE State fund type code (match to ADVCON) FY 2019 Other phase cost of \$124,480
- Total Other phase programming amount decreases from \$1,600,000 to \$0

Construction phase:

- INCREASE federal ADVCON fund type code (ACP0) FY 2019 Construction phase cost from \$4,242,120 to \$5,717,640
- INCREASE State fund type code (match to ADVCON) FY 2019 Construction phase cost from \$357,880 to \$482,360
- Total Construction phase programming amount increases from \$4,600,000 to \$6,200,000
- Total project programming remains unchanged at \$6,200,000

Funding Change Details

Amendment submission items:

- ✓ Email Request
- ✓ MTIP Worksheet
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Project Manager STIP Amendment Request

As the project nears 90% design, UR and Other phase scope activities have been determined not required for the project as separate phases. As a result, all scope and funding is combined back into the Construction phase. The UR and Other phases are being deleted from the project to allow the construction phase to be ready for obligation this summer with a Bid Let date of September 2019.

Added note: The MTIP combined the UR and Other phase into a single Other phase. The admin mod actions shift the funding from the Other phase to construction. The action in the STIP deletes both the Other and UR phases as the scope and funds are moved back into the construction phase

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Fund phase swap with no change in the net total project cost can be accomplished as an Administrative Modification
- **Metro Legislation Required: No**





- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes**. I-205 is a Metro defined Principal Arterial in the Arterials and Throughways network
  - Provides transportation system improvement: **Yes**.
- **Considered a Regionally Significant Project: Yes.**
- **Fiscal Constraint Review and Verification: Yes.** The Admin Mod does not change the existing approved funding for the project
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** RTP ID 11969 - I-205 Abernethy Bridge (CON)  
Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. Preliminary Engineering (PE) and Right-of-Way (ROW) phase.
  - **Considered Included in ODOT O&M RTP Project Grouping: No**
    - Bridge Rehabilitate & Repair
    - Culvert Replacement & Repair
    - Highway Pavement Maintenance
    - Safety and Operations Project
  - **RTP and MTIP Costs Consistent: Yes**
- **Capacity Enhancing Project: Yes.** The project has been included in the Arterial and Throughways modeling network
- **Satisfies 2018 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.
  - Objective 2.2 – Access to Industry and Freight Intermodal Facilities: Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2019 Administrative Modification Bundle #1**

Modification Number: **AB19-10-MAR1** Resolution: N/A

Number of projects within this amendment: **6 total**

Project Narratives



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)		Administrative Modification Phase Deletion/Funds Shift 1st Amendment to Project				
PROJECT AMENDMENT DETAIL WORKSHEET								
<b>Lead Agency:</b> ODOT		<b>Project Type:</b> Highway	<b>ODOT Key:</b> 21400					
<b>Project Name:</b> I-205: I-5 - OR213, Phase 3		<b>ODOT Type:</b> Modern	<b>MTIP ID:</b> 71065					
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		<b>Capacity Enhancing:</b> No	<b>Status:</b> 4					
<b>Short Description:</b> Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits.		<b>Conformity Exempt:</b> Yes	<b>RTP ID:</b> 11969					
		<b>On State Hwy Sys:</b> I-205	<b>RFFA ID:</b> N/A					
		<b>Mile Post Begin:</b> 0.87	<b>RFFA Cycle:</b> N/A					
		<b>Mile Post End:</b> 11.68	<b>UPWP:</b> No					
		<b>Length:</b> 10.81	<b>UPWP Cycle:</b> N/A					
		<b>1st Year Program'd:</b> 2019	<b>Past Amend:</b> 0					
		<b>Years Active:</b> 1	<b>OTC Approval:</b> No					
<b>Detailed Description:</b> Package C, construction phase child project to Key 19786 on I-205 from MP 0.87 to 11.68. Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently								
<b>STIP Description:</b> Install active traffic management (ATM) improvements throughout the project limits to help travelers get where they are going safely and efficiently. These signs can display traffic flow information, roadway conditions, and advisory speed limits. The design of this project is funded under project key 19786.								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACP0	2019				\$ 1,475,520	\$	-
ADVCON	ACP0	2019					\$ 4,242,120	\$
ADVCON	ACP0	2019					\$ 5,717,640	\$ 5,717,640
							\$	-
							\$	-
Total Equity B programmed = \$729,894							<b>Federal Totals:</b>	\$ 5,717,640
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
State	Match	2019				\$ 124,480	\$	-
State	Match	2019					\$ 357,880	\$
State	Match	2019					\$ 482,360	\$ 482,360
							\$	-
							<b>State Total:</b>	\$ 482,360
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
							\$	-
							\$	-
							\$	-
							<b>Local Total:</b>	\$
<b>Phase Totals Before Amend:</b>		\$ -	\$ -	\$ -	\$ 1,600,000	\$ 4,600,000	\$ 6,200,000	\$ 6,200,000
<b>Phase Totals After Amend:</b>		\$ -	\$ -	\$ -	\$ -	\$ 6,200,000	\$ 6,200,000	\$ 6,200,000
<b>Year Of Expenditure (YOE):</b>								\$ 6,200,000
<b>Notes and Changes</b>								
> Exempt Status: Package C represent ATMS and ITS improvements to the I-205 widening project. Package C is exempt under 40 CFR 93.126, Table 2, Other - Directional and informational signs.								