



Memo

Date: Tuesday, January 13, 2020

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 Bundle #1 MTIP Administrative Modification, #AB20-0-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 2020 Administrative Modification #1 is under amendment number AB20-07-JAN1 and contains three projects as listed below

Proposed January 2020 Administrative Modification Bundle #1 Modification Number: AB20-07-JAN1 Total Number of Projects: 3				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist and to meet current safety standards as required by HB2017	PHASE FUND TRANSFER: The admin mod transfers \$196k from the construction phase to PE to address a PE phase funding shortfall. The submitted construction summary confirms no construction phase backfill is required
Project #2 Key 17268	Portland	Red Electric Trail: SW Bertha - SW Capitol Hwy	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope	COST INCREASE The admin mod increases the construction phase by \$500k and the Other/UR phase by another \$30k. Increases is all local funds and is due to construction phase re-design.
Project #3 Key 20479	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), and on Powell (US-26), and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	PHASE FUND TRANSFER: The Admin Mod shifts \$138,801 from the construction phase to ROW to address a funding shortfall. The final right of way estimate came higher than the available STIP budget due to an increased number of files, the size (sqft) of individual files, and the type of property right needed. Additionally, the PE phase converts obligated funds by removing some of the HSIP and replacing them with State TAP funds. Third, a portion of the 100% obligated HSIP is converted to 92.22% federal HSIP. Total project cost remains unchanged at \$3,335,852.

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 as applicable 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 2020 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 January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Proposed January 2020 Administrative Modification Bundle #1

Modification Number: AB20-07-JAN1

Total Number of Projects: 3

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Metro January 2020 Admin Modification Bundle #1Modification Number: **AB20-07-JAN1** Resolution: N/ANumber of projects within this amendment: **3 total**

Project Narrative

**Project Summary (#1)**

ODOT Key:	21283	MTIP ID:	71054
Project Type:	Existing	Completion Date:	12/31/2022
Name:	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)		
Lead Agency:	Portland		
Description:	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist and to meet current safety standards as required by HB2017		
Amending:	PHASE FUND TRANSFER The Admin Mod shifts \$195k from the construction phase to PE to address a PE phase funding shortfall. Construction phase backfill not required		

Project Details

- MODIFY MTIP Short Description by adding an HB reference tag at the end of the description. The revised description is now:
On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist **and to meet current safety standards as required by HB2017**

Administrative Amendment Justification

Minor technical corrections such as fund swaps that do not impact fiscal constraint can occur as an Administrative Modification

The total project cost remains unchanged at \$2,181,244

Project Funding**Preliminary Engineering (PE) Phase:**

- INCREASE federal ADVCON fund type code (ACP0) FY 2020 PE phase cost from \$193,025 to \$368,181
- INCREASE State fund type code (match to ADVCON)
- Total PE phase programming amount increases from \$215,118 to \$410,321

Construction Phase:

- DECREASE federal ADVCON fund type code (ACP0) FY 2021 Construction phase cost from \$1,764,205 to \$1,598,049
- DECREASE State fund type code (match to ADVCON) FY 2021 Construction phase cost from \$201,921 to \$181,874
- Total Construction phase programming amount decreases from \$1,966,126 to \$1,770,923
- Total project programming remains unchanged at \$2,181,244

Funding Change Details**Amendment submission items:**

- ✓ Email request for amendment
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Approved PCR
- ✓ Construction Phase Cost Summary Update

The Admin Mod shifts \$195k from Construction to PE due to a budget shortfall in PE. PE was programmed without consideration of overhead applied to labor for PE services. Also, project management funds were all accounted for in the CN phase when they should have been accounted for in the PE phase. The current overhead rate for PBOT is 76.07%.

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** The fund shift represents minor correction to the project which will now allow the PE phase to obligate.
- **Metro Legislation Required: No**

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **Yes**. NE 12th Ave is defined as a Frequent Bus route in the Transit network, Regional Bikeway in the Bicycle network. and Pedestrian Parkway in the Pedestrian Network
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on system
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.** Project ID is based on the fact the project is funded from the ODOT Bridge program and falls within the approved project grouping buckets
 - RTP IDs: 12092 – Bridge Rehabilitation and Repair
 - RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity
 - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: Yes**
 - **Bridge Rehabilitate & Repair**
 - Culvert Replacement & Repair
 - Highway Pavement Maintenance
 - Safety and Operations Project
- **Project located on the National Highway System (NHS): No**
- **Capacity Enhancing Project: No.** : The project is a non-capacity enhancing exempt project under 40 CFR 93.126, Table 2, Safety - projects that correct, improve, or eliminate a hazardous location or feature.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
 - **Objective 5.1** – Transportation Safety
 - **Description:** 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 January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

PROJECT AMENDMENT DETAIL WORKSHEET

**Administrative Modification
PHASE FUND TRANSFER
3rd Amendment to Project**

Lead Agency: Portland	Project Type: O&M	ODOT Key: 21283
Project Name: NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	ODOT Type: Safety	MTIP ID: 71054
	Capacity Enhancing: No	Status: 2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Conformity Exempt: Yes	Comp Date: 12/30/2022
	Performance Meas: Yes	RTP ID: 12092
Short Description: On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist and to meet current safety standards as required by HB2017	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
	1st Year Program'd: 2020	Past Amend: 2
	Years Active: 1	OTC Approval: No

Detailed Description: None

STIP Description: Install protective screening on the bridge to meet current safety standards.

LAST Amendment or Admin Mod: May 2019. FORMAL # AP19-09-MAY, COST INCREASE/PHASE SLIP: PE and project Construction phases increased based on updated project cost estimate. Construction phase slipped to 2021 as a result on added PE design actions. Time between amendments or mods: 8 months

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020		\$ 193,025				
ADVCON	ACPO	2020		\$ 368,181				\$ 368,181
ADVCON	ACPO	2021					\$ 1,764,205	
ADVCON	ACPO	2021					\$ 1,589,049	\$ 1,589,049
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
Note: State Bridge program funded							Federal Totals:	\$ 1,957,230
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								

State Funds								
State	Match	2020		\$ 22,093				
State	Match	2020		\$ 42,140				\$ 42,140
State	Match	2021					\$ 201,921	
State	Match	2021					\$ 181,874	\$ 181,874
							State Total:	\$ 224,014
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								

Local Funds								
								\$ -
								\$ -
							Local Total:	\$ -

Phase Totals Before Amend:	\$ -	\$ 215,118	\$ -	\$ -	\$ -	\$ 1,966,126	\$ 2,181,244
Phase Totals After Amend:	\$ -	\$ 410,321	\$ -	\$ -	\$ -	\$ 1,770,923	\$ 2,181,244
Year Of Expenditure (YOE):							\$ 2,181,244



Project Estimate Report: Development Phase

for

KN 21283 - NE 12th Ave Over I-84 Screening

4/01/19

Requested by: Justin Bernt, ODOT
Prepared by: Cameron Glasgow, PE

Location: NE 12th Avenue Bridge Over I-84
Local Bridge ID: BR-025 / State ID: 07039

Description:

Current Cross-Section:

10 ft sidewalk / 40 ft roadway curb to curb / 10 ft sidewalk

Proposed Cross-Section:

10 ft sidewalk / 40 ft roadway curb to curb / 10 ft sidewalk

Scope

Install protective screening on NE 12th Avenue Bridge over I-84

Issues:

- **Water** – None identified
- **BES (storm, sanitary, water-quality facilities)** – None identified
- **Signals and Street Lighting** – Loss of street lights on bridge during construction will need to be mitigated with temporary relocation or temporary light plants. Need bid item to address this need. Estimate assumes street light poles will not be replaced.
- **Environmental and Zoning** – North end of bridge is located in a design district which could impact project delivery schedule, PE resources required for land use review, and design/cost of final protective screening design. Estimate assumes ODOT standard details DET3243 and DET3244 will be the basis of the design/looks (no need for custom architectural features).
- **Contaminated Media / HazMat** – Existing bridge rail and superstructure members are likely coated with lead paint. Handling and disposal of this material will need to be addressed in the Special Provisions.
- **Right-of-Way Needs** – None identified. Staging area is assumed to be located in ROW.
- **Railroads (BNSF; UPRR; PTTR)** – Screening will extend over UPRR right of way, so a line item for RR flagging was included in the estimate.
- **Parks (landscaping and irrigation)** – None identified.
- **Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met)** – ODOT is funding this project and PBOT is to provide the design and construction management at ODOT's request. An IGA is required to initiate the design phase. Additionally, ODOT needs to be coordinated with during planned I-84 lane closure dates and allowances. A permit will also

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



be required for lane closures (Special Provisions should assign this responsibility to the Contractor). TriMet bus Line 70 appears to cross the structure. Coordination with TriMet is required. UPRR permitting and flagging is also necessary.

Cost Estimate:

Total Construction	\$944,580	
Project Management (5%)	\$35,853	x 1.7607 OH = \$63,126
Design Engineering (30%)	\$215,118	x 1.7607 OH = \$378,758
Construction Management (20%)	\$143,412	x 1.7607 OH = \$252,505
Right-of-Way (Cost + 20% Contingency)	\$0	
Overhead (76.07%)	\$302,728	Distribute to each phase
Total Project Contingency (Estimate + Inflation)	\$539,553	

Total Project Estimate: \$2,181,244

Need to add Project Management costs to PE. Assume 50/50 split between PE and CE.

Estimating Assumptions:

(Written explanation of contingencies, variable)

- Estimate includes cost for screening
- Assume that no existing structures are present
- Assume that no load rating is required
- Unit cost for rail includes some screening
- Assume a total of 18 lane closure segments)
- Assume staged construction on NE 12th Ave
- Assume no signal modifications are required
- Assume street lighting system does not need replacement as a part of this project.
- Estimate based on DEA's concept design (attached)
- The years of inflation for this project is 3 years.
- The estimate contingency is 20%.
- The level of confidence for this estimate is low.
- Assume that no NEPA process/documentation is required
- Assume that City procurement process can be used for consultants during PE phase
- Assume some level of temporary work platform is required for local/minor to moderate soffit spall repairs
- Unit cost for Ornamental Protective Screen assumes higher than average reported historic prices due to the following assumptions:
 - "Standard" anchorage for this type of screening cannot be used
 - Some amount of structural steel is required to make unique connection into existing bridge elements
 - Steel prices are very volatile and increasing
 - Staging areas are very limited
 - HB2017 funding will be kicking in soon and market will be saturated with work
 - Work will occur over the side of the bridge, rather than from the inside of the rail

PE = \$378,758 + 1/2 (\$63,126) = \$410,321 (total)

CON = \$2,181,244 - \$410,321 = \$1,770,923 (total)

Metro January 2020 Admin Modification Bundle #1

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Number of projects within this amendment: **3 total**

Project Narrative



Review & Approval:

Fredrik Mayhew 4/1/19
Reviewed by Engineer of Record Date

[Signature] 4/1/19
Reviewed and Approved by Engineering Services Division Manager Date

Attachments:

- Detailed estimate spreadsheet
- DEA concept drawings

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Project Summary (#2)

ODOT Key:	17268	MTIP ID:	70005
Project Type:	Existing	Completion Date:	12/31/2021
Name:	Red Electric Trail: SW Bertha - SW Capitol Hwy		
Lead Agency:	Portland		
Description:	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope		
Amending:	COST INCREASE Previous high bids submission resulted in phase design review. Results require at least \$500k added to construction phase with another \$30k added to Other/UR phase.		

Project Details

- CORRECT MTIP Short Description which database field cut-off part of short description. Revised description is now
Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope
- DELETE AN REPLACE MTIP Detailed Description to add and call out major scope elements. Updated description is now:
Construct 10 foot wide trail segment from the intersection of SW Bertha Boulevard and Beaverton-Hillsdale Highway, travelling south over a ravine on a 14-foot wide bridge, where it will intersect with SW Capitol Highway. Additional project elements include: (1) Retaining walls, (2) Lighting, (3) Guardrail work along Beaverton-Hillsdale Highway, (4) Sidewalk curb ramps, (5) Pedestrian and bicycle crosswalk striping, (6) Grading and drainage, (7) Vegetated storm water facility, (8) Tree mitigation plantings, (9) Restoration plantings.

Administrative Amendment

Justification

Cost increases for \$1 million and greater projects that are below 20% are allowable as an administrative Modification

The description updates do not reflect a scope change to the project. The MTIP Detailed description field is not being updated to call out the project's major scope element more clearly for monitoring purposes. used

The projects adds a total of \$530,000/ The increase equals a 13.2% change in cost which is below the 20% threshold and allowable to complete via an administrative modification

Project Funding

Other/Utility Relocation (UR) Phase:

- DELETE local Other fund type code (OTH0) FY 2020 Other/UR phase cost of \$130,000
- ADD local Other fund type code (OTH0) FY 2018 Other/UR phase cost of \$160,000
(Reflects correct year of obligation and requirement to add \$30k of local funds in support of UR needs)
- Total Other/UR phase programming amount increases from \$130,000 to \$160,000

Funding Change Details

- Amendment submission items:
- ✓ Email request for amendment
 - ✓ Metro & LAL discussions

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JANI** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Construction Phase:

- INCREASE Local Other fund type code (OTH0) FY 2021 Construction phase cost from \$1,227,616 to \$1,727,616
- Total Construction phase programming amount increases from \$2,961,228 to \$3,461,228
- Total project programming increases from \$4,002,142 to \$4,532,142

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** The cost increase equals a 13.2% increase to the project and is less than the 20% threshold and can be accomplished through an administrative modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **Yes.** Red Electric Trail is identified as a Pedestrian Parkway in the Pedestrian network and a Bicycle Parkway in the Bicycle network
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on system
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.**
 - RTP IDs: 10354 – Red Electric Trail;
 - RTP Description: Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.
 - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: No**
 - Bridge Rehabilitate & Repair
 - Culvert Replacement & Repair
 - Highway Pavement Maintenance
 - Safety and Operations Project
- **Project located on the National Highway System (NHS): No**
- **Capacity Enhancing Project: No.** : The project is a non-capacity enhancing exempt project under 40 CFR 93.126, Table 2, Air Quality, Pedestrian and Bicycle Facilities
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #3 – Transportation Choices
 - **Objective 3.2** – Active transportation System Completion
 - **Description:** 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 January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



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

**Administrative Modification
COST INCREASE**
13th Amendment to Project

Lead Agency: Portland	Project Type: Active Trns	ODOT Key: 17268
Project Name: Red Electric Trail: SW Bertha - SW Capitol Hwy	ODOT Type: BikePed	MTIP ID: 70005
	Capacity Enhancing: No	Status: 6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).	Conformity Exempt: Yes	Comp Date: 12/31/2021
	Performance Meas: Yes	RTP ID: 10354
Short Description: Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope	On State Hwy Sys: No	RFFA ID: 50076
	Mile Post Begin: N/A	RFFA Cycle: 2010-13
	Mile Post End: N/A	UPWP: No
	Length: 0.5 miles	UPWP Cycle: N/A
	1st Year Program'd: 2012	Past Amend: 12
	Years Active: 9	OTC Approval: No

Detailed Description: Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope. Construct 10 foot wide trail segment from the intersection of SW Bertha Boulevard and Beaverton-Hillsdale Highway, travelling south over a ravine on a 14-foot wide bridge, where it will intersect with SW Capitol Highway. Additional project elements include: (1) Retaining walls, (2) Lighting, (3) Guardrail work along Beaverton-Hillsdale Highway, (4) Sidewalk curb ramps, (5) Pedestrian and bicycle crosswalk striping, (6) Grading and drainage, (7) Vegetated storm water facility, (8) Tree mitigation plantings, (9) Restoration plantings.

STIP Description: Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail.

LAST Amendment or Admin Mod: September, 2019 - PHASE SLIP: Slip Construction phase and funding from FY 2020 to 2021. Re-bid effort requires possible phase re-design which will take 4-5 months to complete before re-bid can occur. Construction phase expected to increase by \$500k or more once re-design completed. Time from last amendment = 3 months. 13 total prior amendments to the project which sates back to 2012.

PROJECT FUNDING DETAILS									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
CMAQ		2014		\$ 389,413			\$	389,413	
STP-U		2014		\$ 187,231			\$	187,231	
CMAQ		2021					\$ 1,359,410	\$ 1,359,410	
STP-U		2021					\$ 196,160	\$ 196,160	
							Federal Totals:	\$ 2,132,214	
Fund Obligations Amount:				\$ 576,644					PE EA Expires: 12/31/2049
EA Number:				PE001966					
Initial Obligation Date:				9/2/2011					Fed Aid ID 5900(241)

State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State/Local Obligations Amount:						\$ 130,000		
EA Number:						U0000177	UR EA Expires: 2/28/2025	
Initial Obligation Date:						9/13/2018	Fed Aid ID: 5900(251)	

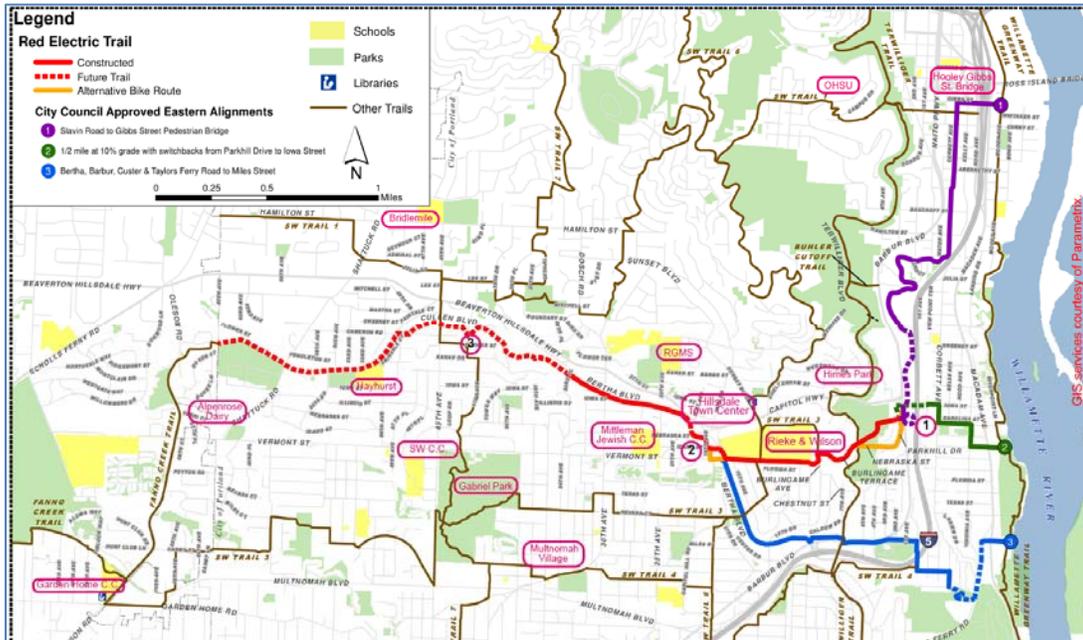
Local Funds								
Local (CMAQ)	Match	2014		\$ 44,570			\$	44,570
Local (STP)	Match	2014		\$ 21,429			\$	21,429
Other (OVM)	OTH0	2014		\$ 268,271			\$	268,271
Other	OTH0	2020				\$ 130,000		
Other	OTH0	2018				\$ 160,000	\$	160,000
Local	Match	2021				\$ 155,591	\$	155,591
Local	Match	2021				\$ 22,451	\$	22,451
Other (OVM)	OTH0	2021				\$ 1,227,616		
Other (OVM)	OTH0	2021				\$ 1,727,616	\$	1,727,616
							Local Total	\$ 2,399,928
Phase Totals Before Amend:			\$ -	\$ 910,914	\$ -	\$ 130,000	\$ 2,961,228	\$ 4,002,142
Phase Totals After Amend:			\$ -	\$ 910,914	\$ -	\$ 160,000	\$ 3,461,228	\$ 4,532,142
								Year Of Expenditure (YOE): \$ 4,532,142

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Metro January 2020 Admin Modification Bundle #1

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Number of projects within this amendment: **3 total**

Project Narrative



Project Summary (#3)

ODOT Key:	20479	MTIP ID: 71005
Project Type:	Existing	Completion Date: 12/31/2022
Name:	Region 1 Bike Ped Crossings	
Lead Agency:	ODOT	
Description:	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), and on Powell (US-26), and OR8 at Baseline . Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	
Amending:	FUND PHASE TRANSFER: Shift \$138k of construction funds to ROW to address a ROW phase funding shortfall. Adjust PE obligated funds to reflect revised obligation funds types now.	

Project Details

- MODIFY MTIP Short Description by adding OR8 tag to description. Revised description is now:
“Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), and on Powell (US-26), and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.”
- ADD MTIP Detailed Description as follows:
“On Routes US26 at MP 2.07 and 7.38, OR213 at MP 2.53 and 5.60, OR99E from MP 6.87 to 11.14, and OR8 at MP 16.67, construct bike/ped improvements including Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.”

Administrative Amendment

Justification

Minor technical corrections such as fund swaps that do not impact fiscal constraint can occur as an Administrative Modification as long as the scope and total project cost does not change

The total project cost remains unchanged at \$3,335,852

Project Funding

Preliminary Engineering (PE) Phase:

- DELETE federal HSIP (100% federal) fund type code (MS30 and ZS30) FY 2017 PE phase cost of \$681,600
- ADD federal HSIP (100%) fund type code (ZS30 only) FY 2017 PE phase cost of \$281,600
- ADD federal HSIP (92.22%) fund type code (MS30) FY 2017 PE phase cost of \$276,660
- ADD State fund type code (match to HSIP 92.22%) FY 2017 PE phase cost of \$23,340
- ADD federal State-TAP FLEX fund type code (Z300) FY 2017 PE phase cost of \$89,730
- ADD State fund type code (match to State-TAP) FY 2017 PE phase cost of \$10,270
- Total PE phase programming amount remains unchanged at \$681,600

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Cost Summary Update

The Admin Mod shifts \$138,801 of construction phase funding to the ROW phase. A construction phase cost update was included indicating backfilling the construction phase is not required. Prior obligated HSIP in PE is also adjusted to replace some of the 100% HSIP with State TAP. Additional 100% HSIP is replaced with HSIP at 92.22% federal. Updated state matching funds are

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JANI** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



Right of Way (ROW) Phase

- DELETE federal ADVCON (at 100% federal) fund type code (ACP0) FY 2020 ROW cost of \$379,000
- ADD federal ADVCON (at 93.95% federal) fund type code (ACP0) FY 2020 ROW phase cost of \$486,477
- ADD State fund type code (match to ADVCON) FY 2020 ROW phase cost of \$31,324
- Total ROW phase programming amount increases from \$379,000 to \$517,801

included in the financial adjustments. No additional funds are added to the project. The total project cost remains unchanged at \$3,335,852.

Construction Phase:

- DELETE federal ADVCON at 100% fund type code (ACP0) FY 2021 Construction phase cost of \$2,275,252
- ADD federal ADVCON (at 92.88%) fund type code (ACP0) FY 2021 Construction phase cost of \$1,984,265
- ADD State fund type code (match to ADVCON) FY 2021 Construction phase cost of \$152,186
- Total Construction phase programming amount decreases from \$2,275,252 to \$2,136,451
- Total project programming remains unchanged at \$3,335,852

← The federal share of \$1,984,265 needs a 92.87669% federal percent to obtain a match at 7.1233%, or \$152,186

Fed	\$1,984,265	=	92.87669%
State	\$ 152,186	=	7.1233%
Total:	\$2,136,451		

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** The fund shift represents minor correction to the project which will now allow the PE phase to obligate.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **Yes.** The identified sites are located on both the pedestrian and bicycle system networks
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on system
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.** Project ID 12095
 - RTP IDs: 12095 = Safety & Operations Projects
 - RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems that do not add motor vehicle capacity.
- **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: Yes**
 - Bridge Rehabilitate & Repair
 - Culvert Replacement & Repair
 - Highway Pavement Maintenance
 - **Safety and Operations Project**

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



- **Project located on the National Highway System (NHS): Yes**
- **Capacity Enhancing Project: No.** : The project is a non-capacity enhancing exempt project under 40 CFR 93.126, Table 2, Safety – Highway Safety Improvement Program
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
 - **Objective 5.1** – Transportation Safety
 - **Description:** 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

Cover page of Construction Update

Estimate 20479

Estimated Cost:\$1,640,316.58

Contingency: 30.00%

Estimated Total: \$2,132,411.55

REGION 1 BIKE/PED CROSSINGS PROJECT

Base Date: 02/04/21

Spec Year: 18

Unit System: E

Work Type: SIGNALS

Highway Type: ASPHALT

Urban/Rural Type: URBAN

Season: SUMMER

County: MULTNOMAH

Latitude of Midpoint: 440000

Longitude of Midpoint: 1210000

District: 1

Federal Project Number: SA00(113)

State Project Number:

Prepared by S. Triana on 12/05/19

Checked by Z. Keve on 11/01/19

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Metro January 2020 Admin Modification Bundle #1

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



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

**Administrative Modification
PHASE FUND TRANSFER**
3rd Amendment to Project

Lead Agency: ODOT	OR213	Project Type:	Active Trns	ODOT Key: 20479
Project Name: Region 1 Bike Ped Crossings	2.53	ODOT Type	Safety	MTIP ID: 71005
	5.6	Capacity Enhancing:	No	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	US26	Conformity Exempt:	Yes	Comp Date: 12/31/2022
	2.07	Performance Meas:	Yes	RTP ID: 12095
Short Description: Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), and on Powell (US-26), and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	7.38	On State Hwy Sys:	OR99E	RRFA ID: N/A
	OR8	Mile Post Begin:	6.87	RRFA Cycle: N/A
	16.57	Mile Post End:	11.14	UPWP: No
		Length:	4.27	UPWP Cycle: N/A
		1st Year Program'd:	2017	Past Amend: 2
		Years Active:	4	OTC Approval: No

Detailed Description: ADD --> On Routes US26 at MP 2.07 and 7.38, OR213 at MP 2.53 and 5.60, OR99E from MP 6.87 to 11.14, and OR8 at MP 16.67, construct bike/ped improvements including Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.

STIP Description: Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26) OR8 at Baseline. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, ADA upgrades, and other improvements.

LAST Amendment or Admin Mod: **July 2019**, AB19-18-JUL2, STIP RE-BALANCING AMENDMENT - Cost increase + phase slip: Increase HSIP in PE for a total PE cost of \$681,600. ROW - Delete HSIP and replace with ADVCON at 100%. ROW increase to \$379k. Cons - Slip HSIP to 2021 and increase HSIP to \$2,275,252. TPC increases to \$3,335,852. RRFB added to scope and sidewalk increasing costs. KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (100%)	MS30 ZS30	2017		\$ 681,600				
HSIP (100%)	ZS30	2017		\$ 281,600				\$ 281,600
HSIP (92.22%)	MS30	2017		\$ 276,660				\$ 276,660
TAP-State Flex	Z300	2017		\$ 89,730				\$ 89,730
ADVCON (100)	ACP0	2020			\$ 379,000			
ADVCON	ACP0	2020			\$ 486,477			\$ 486,477
ADVCON (100)	ACP0	2021					\$ 2,275,252	
ADVCON	ACP0	2021					\$ 1,984,265	\$ 1,984,265
								\$ -
								Federal Totals: \$ 3,118,732
Fund Obligations Amount:				\$ 647,990				Fed Aid # SA00(113)
EA Number:				PE02837				
Initial Obligation Date:				9/14/2017 & 12/4/2019				
State Funds								
State (HSIP)	Match	2017		\$ 23,340				\$ 23,340
State (TAP)	Match	2017		\$ 10,270				\$ 10,270
State (ADV)	Match	2019			\$ 31,324			\$ 31,324
State (ADV)	Match	2021					\$ 152,186	\$ 152,186
								\$ -
								State Total: \$ 217,120
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
								Local Total \$ -
Phase Totals Before Amend:	\$ -	\$ 681,600	\$ 379,000	\$ -	\$ 2,275,252	\$ 3,335,852		
Phase Totals After Amend:	\$ -	\$ 681,600	\$ 517,801	\$ -	\$ 2,136,451	\$ 3,335,852		
Year Of Expenditure (YOE):							\$ 3,335,852	