



# Memo

Date: Friday, March 6, 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: March 2020 Bundle #1 MTIP Administrative Modification, #AB20-09-MAR1 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 March 2020 Administrative Modification #1 is under amendment number AB20-09-MAR1 and contains six projects as listed below

Proposed March 2020 Administrative Modification Bundle #1 Modification Number: AB20-09-MAR1 Total Number of Projects: 6				
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18839		OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	Sidewalk infill and improvements Signal priority bus stop relocations bus pads and enhanced pedestrian crossing	<b>PHASE CORRECTION</b> ROW and Construction phase are adjusted in funding levels based on prior formal amendment to adjust project scope. The lead agency is also corrected in the MTIP. Total project cost remains unchanged at \$1,698,000.
Project #2 Key 20340	Portland	Rumble Strips and Bike/Ped Conflict Markings (Portland)	Install centerline and shoulder rumble strips; green conflict markings and/or profile edge line pavement markings at various locations in Portland. (PGB-ARTS)	<b>PHASE FUND SHIFT:</b> The admin mod shifts unobligated PE HSIP Sec 164 to the Construction phase. The total project cost remains unchanged at \$450,100
Project #3 Key 18311	Tigard	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Design upgrades to signal hardware and communication. Add adaptive signal timing and detection	<b>COST INCREASE</b> A total of \$185, is being shifted from the construction phase to the Other phase to address a funding shortfall. Local fund are used to backfill the Construction phase.
Project #4 Key 20702	ODOT	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay	<b>COMBINED PROJECT</b> The Administrative Modification transfers the construction phase into Key 20465 for increased delivery efficiencies. As a result only the PE phase in Key 20702 is left funded.

<p>Project #5 Key 20484</p>	<p>ODOT</p>	<p>SW Multnomah Blvd Over I-5</p>	<p>Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.</p>	<p><b><u>COMBINED PROJECT</u></b> The Administrative Modification transfers the construction phase into Key 20465 for increased delivery efficiencies. As a result only the PE phase in Key 20484 is left funded</p>
<p>Project #6 Key 20465</p>	<p>ODOT</p>	<p><del>OR99W- Barbur Boulevard Northbound Connection Bridge</del> I-5 Bridges: Multnomah Blvd, Capital Hwy Ramp &amp; Barbur Blvd</p>	<p><del>Paint structure; remove pack rust. Replace rivets and bolts.</del> On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts.</p>	<p><b><u>COMBINED PROJECT</u></b> The Admin Mod combines the construction phases from Key 20702 and 20484 into Key 20465 for increased delivery efficiencies.</p>

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

Thank you for your time to review Metro's March 2020 Bundle #1, 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 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



**Proposed March 2020 Administrative Modification Bundle #1**

Modification Number: AB20-09-MAR1

Total Number of Projects: 6

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 18839	<del>ODOT</del> TriMet	OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	Sidewalk infill and improvements Signal priority bus stop relocations bus pads and enhanced pedestrian crossing	<b>PHASE CORRECTION</b> ROW and Construction phase are adjusted in funding levels based on prior formal amendment to adjust project scope. The lead agency is also corrected in the MTIP. Total project cost remains unchanged at \$1,698,000.
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Project #3 Key 18311	Tigard	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Design upgrades to signal hardware and communication. Add adaptive signal timing and detection	<b>COST INCREASE</b> A total of \$185, is being shifted from the construction phase to the Other phase to address a funding shortfall. Local fund are used to backfill the Construction phase.
Project #4 Key 20702	ODOT	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay	<b>COMBINED PROJECT</b> The Administrative Modification transfers the construction phase into Key 20465 for increased delivery efficiencies. As a result only the PE phase in Key 20702 is left funded.
Project #5 Key 20484	ODOT	SW Multnomah Blvd Over I-5	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.	<b>COMBINED PROJECT</b> The Administrative Modification transfers the construction phase into Key 20465 for increased delivery efficiencies. As a result only the PE phase in Key 20484 is left funded
Project #6 Key 20465	ODOT	<del>OR99W- Barbur Boulevard Northbound Connection Bridge</del> I-5 Bridges: Multnomah Blvd, Capital Hwy Ramp & Barbur Blvd	<del>Paint structure; remove pack rust. Replace rivets and bolts.</del> On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts.	<b>COMBINED PROJECT</b> The Admin Mod combines the construction phases from Key 20702 and 20484 into Key 20465 for increased delivery efficiencies.



**Project Summary (#1)**

ODOT Key:	<b>18839</b>	MTIP ID:	70671
Project Type:	Existing	Completion Date:	12/31/2021
Name:	<b>OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)</b>		
Lead Agency:	<b>ODOT TriMet</b>		
Description:	Sidewalk infill and improvements Signal priority bus stop relocations bus pads and enhanced pedestrian crossing		
Amending:	<b><u>PHASE CORRECTIONS</u></b> ROW and Construction phase are adjusted in funding levels based on prior formal amendment to adjust project scope. The lead agency is also corrected in the MTIP		

**Project Details**

- CHANGE Lead Agency from ODOT to TriMet

**Administrative Amendment**

Justification

Minor Technical Corrections where no funding changes or scope changes are included may occur as Administrative Modifications

**Project Funding**

Right-of-Way Phase (ROW) Phase:

- ADD federal ADVCON fund type code (ACP0) FY 2019 ROW phase cost of \$27,816
- Add Local fund type code (match to ADVCON) FY 2019 ROW phase cost of \$3,184
- Total ROW phase programming amount increases from \$69,000 to \$100,000

Construction Phase:

- DECREASE federal ADVCON fund type code (ACP0) FY 2020 Construction phase cost from \$671,180 to \$643,363
- DECREASE Local fund type code (match to ADVCON) FY 2020 Construction phase cost from \$76,820 to \$73,636
- Total Construction phase programming amount decreases from \$832,000 to \$801,000.
- Total project programming remains unchanged at \$1,698,000

Funding Change Details

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet

The project is currently underfunded due to ADA improvements resulting in higher than expected costs for each location. Per the terms of the IGA, TriMet is responsible for funding the project in excess of the federal award. TriMet is unable to fully fund the existing scope, and has agreed to a revised scope which was previously accomplished. However, cost savings to the ROW from the scope change were not incorporated into the MTIP resulting in a ROW and Construction phase discrepancy between the MTIP and STIP. This minor correction is occurring now.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** The funding adjustments are a correction. The total project cost and scope remain unchanged.
- **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 the Metro Motor Vehicle, Pedestrian, and Bicycle modeling 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 - Safety & Operations Projects
  - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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): Yes** – OR 8 is identified as an “Other NHS Route” in the NHS system
- **Capacity Enhancing Project: No:** The project is no a capacity enhancing project and is considered exempt 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 3.4 – Access to Active Travel Options**
  - **Description:** Build 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 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



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

**Administrative Modification  
 PHASE CORRECTION  
 8th Amendment to Project**

<b>Lead Agency:</b> ODOT TriMet	Project Type: Active Trns	<b>ODOT Key:</b> 18839
Project Name: OR8: SW 192nd Ave (Aloha) - SW 165th Ave (Beaverton)	ODOT Type: Bikeped	<b>MTIP ID:</b> 70780
	Capacity Enhancing: No	<b>Status:</b> 5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	Conformity Exempt: Yes	<b>Comp Date:</b> 12/31/2021
	Performance Meas: Yes	RTP ID: 12095
Short Description: Sidewalk infill and improvements Signal priority bus stop relocations bus pads and enhanced pedestrian crossing	On State Hwy Sys: OR8	RFFA ID: N/A
	Mile Post Begin: 5.36	RFFA Cycle: N/A
	Mile Post End: 7.00	UPWP: No
	Length: 1.64	UPWP Cycle: N/A
	1st Year Program'd: 2016	Past Amend: 7
	Years Active: 5	OTC Approval: No
	STIP Amend#: 18-21-3382	MTIP Amend#: AB20-09-MAR1

**Detailed Description:** (1) OR8 at SW 192nd Ave: Consolidate bus Stops, install an enhanced pedestrian crossing with bus stop improvements, (2) OR8 at SW 178th Ave: Bus Stop Location 5625 - Install a 3' x 5' pad and new bus stop shelter and install 65' of sidewalk on the north side of OR8 in front of 17825 SW Tualatin Hwy, and (3) on OR8 at St Mary's Home: Remove Crosswalk striping and remove Bus Stop Locations ID #5603, and #5604.

**STIP Description:** Sidewalk infill and improvements, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing.

LAST Amendment or Admin Mod: January 2020 - FORMAL, Scope Change - The formal amendment down-scopes the project to remain within budget constraints/ Project limits are reduced to be 192nd Ave to 165th Ave. The project name and descriptions are updated with the adjusted scope of work. Total project funding remains unchanged at \$1,698,000.

PROJECT FUNDING DETAILS										
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total		
<b>Federal Funds</b>										
TAP-State	Z300	2016		\$ 425,500				\$ 425,500		
HSIP	MS3E	2016		\$ 289,648				\$ 289,648		
TAP >5K-200K	Z302	2019			\$ 61,914			\$ 61,914		
ADVCON	ACPO	2019			\$ 27,816			\$ 27,816		
ADVCON	ACPO	2020					\$ <del>673,180</del>	\$ -		
ADVCON	ACPO	2020					\$ 643,364	\$ 643,364		
Note: State Bridge program funded							<b>Federal Totals:</b>	\$ 1,448,242		
<b>Fund Obligations Amount:</b>				\$ 715,148	\$ 61,914					
<b>EA Number:</b>				PE002657	R9265000					
<b>Initial Obligation Date:</b>				3/21/2016	8/27/2019					
<b>State Funds</b>										
								\$ -		
							<b>State Total:</b>	\$ -		
<b>State Fund Obligations Amount:</b>										
<b>EA Number:</b>										
<b>Initial Obligation Date:</b>										
<b>Local Funds</b>										
Local	Match	2016		\$ 48,700				\$ 48,700		
Local	Match	2016		\$ 33,152				\$ 33,152		
Local	Match	2019			\$ 7,086			\$ 7,086		
Local	Match	2019			\$ 3,184			\$ 3,184		
Local	Match	2020					\$ <del>76,820</del>	\$ -		
Local	Match	2020					\$ 73,636	\$ 73,636		
Other - OVM	OTH0	2020					\$ 84,000	\$ 84,000		
Other - OVM = Local Overmatching funds							<b>Local Total</b>	\$ 249,758		
<b>Phase Totals Before Amend:</b>			\$ -	\$ 797,000	\$ <del>69,000</del>	\$ -	\$ <del>822,000</del>	\$ <del>1,698,000</del>		
<b>Phase Totals After Amend:</b>			\$ -	\$ 797,000	\$ 100,000	\$ -	\$ 801,000	\$ 1,698,000		
							<b>Year Of Expenditure (YOE):</b>	\$ 1,698,000		

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and Bicycle facilities

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

The Admin Mod makes minor funding level corrections to the ROW and Construction phases to correctly match up with the prior amendment scope change. The total project cost remains unchanged at \$1,698,000

**References and Additional Notes:**

- > Admin Mod Eligible: Minor Technical changes to phase funding with no change in the total project cost or changes to the project scope.
- > 2018 RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
- > Modeling network: Yes - OR 8 is identified in the Motor Vehicle, Bicycle, and Pedestrian modeling networks
- > Model Type: Motor Vehicle = Major Arterial, Bicycle = Bicycle Parkway, and Pedestrian = Pedestrian Parkway
- > NHS: Yes, OR8 is identified as an "Other NHS Routes" i FHWA's NHS System map
- > TCM Project:: No
- > Performance Measurements Apply: Yes - primarily in nHS and Safety areas
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A

**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



**Project Summary (#2)**

ODOT Key:	<b>20340</b>	MTIP ID:	70954
Project Type:	Existing	Completion Date:	12/31/2021
Name:	<b>Rumble Strips and Bike/Ped Conflict Markings (Portland)</b>		
Lead Agency:	<b>Portland</b>		
Description:	Install centerline and shoulder rumble strips; green conflict markings and/or profile edge line pavement markings at various locations in Portland. (PGB-ARTS)		
Amending:	<b>PHASE FUND SHIFT:</b> The admin mod shifts unobligated PE HSIP Sec 164 to the Construction phase. The total project cost remains unchanged at \$450,100		

**Project Details**

- No changes

Administrative Amendment

Justification

Minor Technical Corrections where no funding changes or scope changes are included may occur as Administrative Modifications

**Project Funding**

Preliminary Engineering (PE) Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2020 PE phase cost of \$98,675
- DELETE Local fund type code (match to ADVCON) FY 2020 PE phase cost of \$8,325
- ADD federal HSIP Section 164 fund type code FY 2020 PE phase cost of \$46,110  
*(Note: PE ADVCON is converted to its actual federal code)*
- ADD Local fund type code (match to Sec 164) FY 2020 PE phase cost of \$3,890
- Total PE phase programming amount decreases from \$107,000 to \$50,000

Construction Phase:

- INCREASE federal ADVCON fund type code (ACP0) FY 2020 Construction phase cost from \$316,407 to \$368,972
- INCREASE Local fund type code (match to ADVCON) FY 2020 Construction phase cost from \$26,693 to \$31,128
- Total Construction phase programming amount increases from \$343,100 to \$400,100.
- Total project programming remains unchanged at \$450,100

Funding Change Details

Amendment submission items:

- ✓ STIP Summary Report

Unobligated PE funds are being shifted to the construction phase. PE estimate ended up being over programmed. The unobligated PE funds will be applied to project scope needs in the construction phase

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** The funding adjustments
- **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 the Metro Motor Vehicle, Pedestrian, and Bicycle modeling 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 - Safety & Operations Projects
  - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 – Safety - Highway Safety Improvement Program implementation.
- **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 March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



Metro		2018-21 Metropolitan Transportation Improvement Program (MTIP)				Administrative Modification PHASE FUNDING SHIFT 3rd Amendment to Project		
PROJECT AMENDMENT DETAIL WORKSHEET		Project Type: O&M		ODOT Key: 20340				
Lead Agency: <b>Portland</b>		ODOT Type: Safety		MTIP ID: 70954				
Project Name: <b>Rumble Strips and Bike/Ped Conflict Markings (Portland)</b>		Capacity Enhancing: No		Status: 4				
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Conformity Exempt: Yes		Comp Date: 12/31/2021				
Short Description: Install centerline and shoulder rumble strips; green conflict markings and/or profile edge line pavement markings at various locations in Portland. (PGB-ARTS)		Performance Meas: Yes		RTP ID: 12092				
		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				
		STIP Amend#: 18-21-3650		MTIP Amend#: AB20-09-MAR1				
Detailed Description: None								
STIP Description: Install centerline and shoulder rumble strips, green conflict markings and/or profile edge line pavement markings at various locations in Portland.								
LAST Amendment or Admin Mod: ADMINISTRATIVE. 7/29/2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Fund Swap & Phase Slip: Modify description. Delete HSIP in PE and Cons and replace with ADVCON @ 100%. Change PE ADVCON to \$98,675. PE total is \$107,000. PE slips to 2020. Advance Cons from 2021 to 2020. TPC remains unchanged at \$450,100 - KL								
PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACPO	2020		<del>\$ 98,675</del>			\$ -	\$ -
HSIP Sec 164	Z532	2020		\$ 46,110			\$ -	\$ 46,110
ADVCON	ACPO	2020					<del>\$ 316,407</del>	\$ -
ADVCON	ACPO	2020					\$ 368,972	\$ 368,972
Note: State Bridge program funded							Federal Totals:	\$ 415,082
Fund Obligations Amount:			\$ 46,110					Fed ID: 5900(310)
EA Number:			PE003172					
Initial Obligation Date:			12/30/2019					
<b>State Funds</b>								
							State Total:	\$ -
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
<b>Local Funds</b>								
Local	Match	2020		<del>\$ 8,325</del>			\$ -	\$ -
Local	Match	2020		\$ 3,890			\$ -	\$ 3,890
Local	Match	2020					<del>\$ 26,693</del>	\$ -
Local	Match	2020					\$ 31,128	\$ 31,128
							Local Total:	\$ 35,018
Phase Totals Before Amend:			\$ -	<del>\$ 107,000</del>	\$ -	\$ -	<del>\$ 343,100</del>	\$ 450,100
Phase Totals After Amend:			\$ -	\$ 50,000	\$ -	\$ -	\$ 400,100	\$ 450,100
							Year Of Expenditure (YOE):	\$ 450,100
<b>Notes and Changes</b>								
> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Highway Safety Improvement Program implementation.								
<b>Reason for Modification and Summary of Changes plus Impacts:</b>								
The Admin Mod Shifts unobligated Sec 164 from the PE phase to the construction phase. The PE phase overestimated the need for funding.								
<b>References and Additional Notes:</b>								
> Admin Mod Eligible: Fund shifts from PE that forward funding to ROW or Construction where no additional funds or a scope change is involved can occur as an Administrative Modification								
> 2018 RTP ID: 12095 - Safety and 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.								
> Modeling network: N/A								
> Model Type: N/A								
> NHS: No								
> TCM Project: No								
> Performance Measurements Apply: Yes - Safety								
> ODOT Local Agency Liaison: N/A								
> Project Manager: N/A								
> Added Remarks: N/A								



**Project Summary (#3)**

ODOT Key:	<b>18311</b>	MTIP ID:	70647
Project Type:	Existing	Completion Date:	12/31/2022
Name:	<b>Durham Rd/Upper Boones Ferry Rd. OR99W - I-5</b>		
Lead Agency:	<b>Tigard</b>		
Description:	Design upgrades to signal hardware and communication. Add adaptive signal timing and detection		
Amending:	<b><u>COST INCREASE:</u></b> \$185k shifted from Construction phase to Other phase to address funding shortfall. Local funds backfilled Construction phase.		

**Project Details**

- No changes

**Administrative Amendment**

Justification

Cost changes for \$1 million or greater project costs can occur as an Administrative Modification if less than 20%

**Project Funding**

Preliminary Engineering (PE) Phase:

- DELETE federal STP-U fund type code (M23E) FY 2016 PE phase cost of \$291,300
- ADD federal Equity B fund type code (LZ1E) FY 2016 PE Phase cost of \$291,300  
(Actual PE obligating fund code replaces STP)
- Total PE phase programming amount remains unchanged at \$324,641

Construction Phase:

- DECREASE federal STP-U fund type code (Z230) FY 2021 Construction phase cost from \$445,790 to \$279,056
- DECREASE Local fund type code (match to STP) FY 2021 Construction phase cost from \$51,023 to \$31,939
- INCREASE local Other fund type code (OTH0 – overmatch) FY 2021 Construction phase cost from \$123,641 to \$309,459
- Total Construction phase programming amount remains unchanged at \$630,454

Other Phase:

- ADD federal STP-U fund type code (Z230) FY 2015 Other Phase cost of \$166,734
- ADD Local fund type code (match to STP) FY 2015 Other phase cost of \$19,083
- Total Other phase programming amount increases from \$293,000 to \$478,817
- Total project programming increases from \$1,238,095 to \$1,423,912

Funding Change Details

Amendment submission items:

- ✓ Approved PCR
- ✓ Metro/ODOT meetings
- ✓ Email concurrence on the final approach to address the Other phase

PE and Other phase cost increases are due to additional consulting requirements, design changes, and scope adjustments to the project.

Environmental requirements and permits plus design work for a HAWK signal added to costs as a result of the System engineering and ConOps reports. The Admin Mod address the funding shortfall to the Other phase. PE will be addressed later.

The cost increase total \$185k which equals a 15% increase to the project and is less than the 20% threshold/



### MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** The cost increase equals a 15% increase to the project which is less than the 20% threshold for \$1 million or greater project costs.
- **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 the Metro Motor Vehicle modeling 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 – 11104 – Regional TSMO Program Investments for 2018-2027
  - **RTP 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.
  - **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 no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 – Safety - 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**
  - **Description:** 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 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



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

**Administrative Modification  
 COST INCREASE**  
 10th Amendment to Project

<b>Lead Agency:</b> Tigard	Project Type: TSMO/ITS	<b>ODOT Key:</b> 18311
<b>Project Name:</b> Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	ODOT Type: Ops-ITS	<b>MTIP ID:</b> 70647
	Capacity Enhancing: No	<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Conformity Exempt: Yes	<b>Comp Date:</b> 12/31/2022
	Performance Meas: Yes	RTP ID: 11104
<b>Short Description:</b> Design upgrades to signal hardware and communication. Add adaptive signal timing and detection	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: 9
	Years Active: 1	OTC Approval: No
	STIP Amend#: TBD	MTIP Amend#: AB20-09-MAR1

**Detailed Description:** Design upgrades to signal hardware and communication. Add adaptive signal timing and detection

**STIP Description:** Design upgrades to signal hardware and communication. Add adaptive signal timing and detection

LAST Amendment or Admin Mod: December, 2019. Administrative Modification. Construction phase slipped to FY 2021. Amendment Number - AB20-05-DEC2

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ConOps/Systest)	Total
<b>Federal Funds</b>								
STP-U	M23E	2015				\$ 262,909		\$ 262,909
STP-U	Z230	2015				\$ 166,734		\$ 166,734
<del>STP-U</del>	<del>M23E</del>	<del>2016</del>		<del>\$ 291,300</del>				<del>\$ -</del>
Equity-B	LZ1E	2016		\$ 291,300				\$ 291,300
<del>STP-U</del>	<del>Z230</del>	<del>2021</del>				<del>\$ 445,790</del>		<del>\$ -</del>
STP-U	Z230	2021				\$ 279,056		\$ 279,056
								\$ -
							<b>Federal Totals:</b>	<b>\$ 570,356</b>
<b>Fund Obligations Amount:</b>				\$ 291,300		\$ 262,909.00		Fed ID PE: CO67(110)
<b>EA Number:</b>				No EA		C2341702		Fed ID Other: CO67(105)
<b>Initial Obligation Date:</b>				9/15/2016		9/9/2015		
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations Amount:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2015				\$ 30,091		\$ 30,091
Local	Match	2015				\$ 19,083		\$ 19,083
Local	Match	2016		\$ 33,341				\$ 33,341
<del>Local</del>	<del>Match</del>	<del>2021</del>				<del>\$ 51,023</del>		<del>\$ -</del>
Local	Match	2021				\$ 31,939		\$ 31,939
<del>Other</del>	<del>OVM</del>	<del>2021</del>				<del>\$ 123,641</del>		<del>\$ -</del>
Other	OVM	2021				\$ 309,459		\$ 309,459
							<b>Local Total:</b>	<b>\$ 374,739</b>
<b>Phase Totals Before Amend:</b>			\$ -	<del>\$ 324,641</del>	\$ -	\$ 620,454	<del>\$ 293,000</del>	<del>\$ 1,238,095</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 324,641	\$ -	\$ 620,454	\$ 478,817	\$ 1,423,912
							<b>Year Of Expenditure (YOE):</b>	<b>\$ 1,423,912</b>

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

**Project Narrative**



**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects  
> The cost increase adds local funds to the construction phase to backfill the STP shift to the Other Phase. The cost increase is \$185,817 increasing the total project cost to \$1,423,912 which equals a 15.0% cost increase to the project and is under the 20% threshold. The adjustments can occur via an Admin Modification.

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

The Admin Mod shifts a total of \$185k from the construction phase to the Other phase to address the Other phase funding shortfall. \$166,734 of STP is shift to the Other phase. The construction phase is backfilled with local funds to cover the current phase cost estimate of \$620k. The Other phase increase is due to a change of scope and additional consulting service charges not original anticipated. Additionally, the cost increase result from added design work for the Hawk signal die to the ConOps outcome. The PE Phase currently is short funded as well and will be addressed in a later amendment.

**References and Additional Notes:**

> Admin Mod Eligible: Cost increase is less than the 20% threshold  
> 2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027  
> RTP 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.  
> Modeling network: Yes, Motor Vehicle  
> Model Type: Minor Arterial  
> NHS: No  
> TCM Project: No  
> Performance Measurements Apply: Safety.  
> ODOT Local Agency Liaison:  
> Project Manager: N/A  
> Added Remarks: N/A



Project Summary (#4)	
ODOT Key:	20702
Project Type:	Existing
Name:	OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)
Lead Agency:	ODOT
Description:	In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay
Amending:	<b>COMBINED PROJECT</b> The construction phase is being transferred into Key 20465 for increased delivery efficiencies. Key 20465 is also part of this Administrative Modification bundle.
Project Details	
- No changes	Administrative Amendment <u>Justification</u> Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
Project Funding	
<u>Preliminary Engineering (PE) Phase:</u>	<u>Funding Change Details</u>
- DELETE federal ADVCON fund type code (ACP0) FY 2019 PE phase cost of \$311,812	Amendment submission items:
- DELETE State fund type code (match to ADVCON) FY 2019 PE Phase cost of \$35,688	✓ Email Request
- ADD federal HBRR fund type code (L1C0) FY 2019 PE phase cost of \$35,892	✓ STIP Summary Report
- ADD State fund type code (match to HBRR) FY 2019 PE phase cost of \$4,108	✓ STIP Impacts Worksheet
- ADD federal NHPP fund type code (Z001) FY 2019 PE phase cost of \$275,920	ODOT has made the decision to combine the Construction phases of three bridge projects on/over I-5 (K20465, K20484, and K20702) to be delivered under a single contract. The combining of these projects will reduce administration costs and efforts. K20465 has been identified as the recipient project key that will live on for Construction.
- ADD State fund type code (match to NHPP) FY 2019 PE phase cost of \$31,580	
- HBRR and NHPP are the advance construction conversion codes for the PE obligation phase)	
- Total PE phase programming amount remains unchanged at \$347,500	
<u>Construction Phase:</u>	
- DELETE federal ADVCON fund type code (ACP0) FY 2021 Construction phase cost of 886,527	
- DELETE State fund type code match to ADVCON) FY 2021 Construction phase cost of \$101,467	
- Total Construction phase programming amount decreases from \$987,994 to \$0.	
- Total project programming decreases from \$1,335,493 to \$347,500	



### MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Combining projects or phases into another project can be completed through 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 the Metro Motor Vehicle modeling 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 – 12092 - Bridge Rehabilitation & Repair
    - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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): Yes** – OR99W is identified as a “MAP-21 NHS Principal Arterials
- **Capacity Enhancing Project: No:** The project is no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 – Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- **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 March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



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

**Administrative Modification  
 COMBINED PROJECT  
 6th Amendment to Project**

<b>Lead Agency:</b> ODOT	Project Type: O&M	<b>ODOT Key:</b> 20702
<b>Project Name:</b> OR99W SB Ramp to I-5 SB (Capital Hwy Intchg)	ODOT Type: Bridge	<b>MTIP ID:</b> 71016
	Capacity Enhancing: No	<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Conformity Exempt: Yes	<b>Comp Date:</b> N/A
	Performance Meas: Yes	RTP ID: 12092
<b>Short Description:</b> In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, preserve deck with structural overlay	On State Hwy Sys: OR99W	RFFA ID: N/A
	Mile Post Begin: 6.19	RFFA Cycle: N/A
	Mile Post End: 6.24	UPWP: No
	Length: 0.05	UPWP Cycle: N/A
	1st Year Program'd: 2018	Past Amend: 5
	Years Active: 3	OTC Approval: No
	STIP Amend#: 18-21-3651	MTIP Amend#: AB20-09-MAR1

**Detailed Description:** In SW Portland on OR99W at SW Capital Highway IC on SB Ramp to I-5, Preserve deck with structural overlay (MP 6.19 to 6.24. Bridge# 08205R

**STIP Description:** Preserve deck with a structural overlay.

LAST Amendment or Admin Mod: Admin Mod, December 2019. Slip Constrciton phase to 2021, via amendment # AB20-05-DEC2

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		\$ <del>311,812</del>				\$ 35,892
HBRR	LIC0	2019		\$ 35,892				\$ 275,920
NHPP	Z001	2019		\$ 275,920				\$ -
ADVCON	ACP0	2021					\$ <del>886,527</del>	\$ -
								\$ -
								\$ -
								\$ -
Note: State Bridge program funded							<b>Federal Totals:</b>	\$ 311,812
<b>Fund Obligations Amount:</b>				\$ 311,812				
<b>EA Number:</b>				PE00103				
<b>Initial Obligation Date:</b>				8/5/2019				
<b>State Funds</b>								
State	Match	2019		\$ <del>35,688</del>				\$ 4,108
State	Match	2019		\$ 4,108				\$ 31,580
State	Match	2019		\$ 31,580				\$ -
State	Match	2021					\$ <del>101,467</del>	\$ -
								\$ -
							<b>State Total:</b>	\$ 35,688
<b>State Fund Obligations Amount:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total:</b>	\$ -
<b>Phase Totals Before Amend:</b>			\$ -	\$ 347,500	\$ -	\$ -	\$ <del>987,994</del>	\$ <del>1,335,494</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 347,500	\$ -	\$ -	\$ -	\$ 347,500
							<b>Year Of Expenditure (YOE):</b>	\$ 347,500

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



**Notes and Changes**

- > Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > L1C0 Bridge Program and 2001 NHPP provide conversion codes for previous use of ADVCON in PE phase.

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

The Admin Mod transfers the construction phase funding to Key 20465 as part of the construction phase combining of Keys 20465, 20484, and 20702. As a result only PE is left programmed in Key 20702. The combining of these projects will reduce administration costs and efforts

**References and Additional Notes:**

- > Admin Mod Eligible: Combining projects and/or project phases can occur as an Administrative Modification as long as the scope is maintained and new funds are not added that are above the admin mod threshold.
- > 2018 RTP ID: 12092 - Bridge Rehabilitation & 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.
- > Modeling network: Yes, Motor Vehicle network
- > Model Type: OR99W is identified Major Arterial
- > NHS: No
- > TCM Project: No
- > Performance Measurements Apply: Yes - Bridge rehab .
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A



Project Summary (#5)	
ODOT Key:	20484
Project Type:	Existing
Name:	SW Multnomah Blvd Over I-5
Lead Agency:	ODOT
Description:	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.
Amending:	<b>COMBINED PROJECT</b> This Administrative Modification transfers the construction phase to Key 20465 and combines Key 20702 also into the construction phase of 20465
Project Details	
- No changes	Administrative Amendment <u>Justification</u> Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
Project Funding	
<u>Construction Phase:</u>	<u>Funding Change Details</u>
<ul style="list-style-type: none"> <li>- DELETE federal ADVCON fund type code (ACP0) FY 2021 Construction phase cost of \$1,807,979</li> <li>- DELETE State fund type code match to ADVCON) FY 2021 Construction phase cost of \$206,930</li> <li>- Total Construction phase programming amount decreases from \$2,014,900 to \$0.</li> <li>- Total project programming decreases from \$2,538.800 to \$523,900</li> </ul>	Amendment submission items: <ul style="list-style-type: none"> <li>✓ Email Request</li> <li>✓ STIP Summary Report</li> <li>✓ STIP Impacts Worksheet</li> </ul> ODOT has decided to combine the Construction phases of three bridge projects on/over I-5 (K20465, K20484, and K20702) to be delivered under a single contract. The combining of these projects will reduce administration costs and efforts. K20465 has been identified as the recipient project key that will live on for Construction. Key 20484 is left with only PE funded.
MTIP Review & Certification Details	
<ul style="list-style-type: none"> <li>• <b>Administrative Modification Authorized: Yes.</b> Combining projects or phases into another project can be completed through an Administrative Modification</li> <li>• <b>Metro Legislation Required: No</b></li> <li>• <b>MTIP Eligibility Verification: Yes</b> <ul style="list-style-type: none"> <li>○ Includes federal transportation funds: <b>Yes</b></li> <li>○ Located on the Metro roadway network: <b>Yes</b>, the project is located on the Metro Motor Vehicle modeling network</li> <li>○ Provides transportation system improvement: <b>Yes</b></li> </ul> </li> <li>• <b>Considered a Regionally Significant Project: Yes</b> – project has federal funds and is located on system</li> <li>• <b>Fiscal Constraint Review and Verification: Yes.</b></li> </ul>	

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** Project ID – 12092 - Bridge Rehabilitation & Repair
    - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 – Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- **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



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

**Administrative Modification  
COMBINED PROJECT  
3rd Amendment to Project**

<b>Lead Agency:</b> ODOT	Project Type: O&M	<b>ODOT Key:</b> 20484
Project Name: SW Multnomah Blvd Over I-5	ODOT Type: Bridge	<b>MTIP ID:</b> 70976
	Capacity Enhancing: No	<b>Status:</b> 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Conformity Exempt: Yes	<b>Comp Date:</b> N/A
	Performance Meas: Yes	RTP ID: 12092
Short Description: Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
Detailed Description: None	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
STIP Description: Place a structural overlay on the deck, replace or repair leaking joints, and retrofit the bridge rails to meet safety standards.	1st Year Program'd: 2017	Past Amend: 2
	Years Active: 4	OTC Approval: No
LAST Amendment or Admin Mod: Administrative Modificationm December 2019, Action: Slip construction to 2021 per amendment # AB20-05-DEC2	STIP Amend#: 18-21-2163	MTIP Amend#: AB20-09-MAR1

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACPO	2017		\$ 278,971				\$ 278,971
Redistribution	Z030	2017		\$ 191,125				\$ 191,125
ADVCON	ACPO	2021					\$ -1,807,970	\$ -
								\$ -
Note: State Bridge program funded							<b>Federal Totals:</b>	\$ 470,096
<b>Fund Obligations Amount:</b>				\$ 470,096				
<b>EA Number:</b>				PE002848				
<b>Initial Obligation Date:</b>				8/31/2017				
<b>State Funds</b>								
State	Match	2017		\$ 31,929				\$ 31,929
State	Match	2017		\$ 21,875				\$ 21,875
State	Match	2021					\$ -206,930	\$ -
								\$ -
							<b>State Total:</b>	\$ 53,804
<b>State Fund Obligations Amount:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	\$ -
<b>Phase Totals Before Amend:</b>			\$ -	\$ 523,900	\$ -	\$ -	\$ -2,014,900	\$ -2,538,800
<b>Phase Totals After Amend:</b>			\$ -	\$ 523,900	\$ -	\$ -	\$ -	\$ 523,900
							<b>Year Of Expenditure (VOE):</b>	\$ 523,900

**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

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

The Admin Mod transfers the construction phase to Key 20465 and is combined into Key 206465 with the construction phase from 20702. As a result, only PE is left programmed in Key 20484. The combining effort will allow construction to be delivered more efficiently.

**References and Additional Notes:**

- > Admin Mod Eligible: Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
- > 2018 RTP ID: 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.
- > Modeling network: Yes - Motor Vehicle network
- > Model Type Minor arterial transitioning into a throughway into I-5
- > NHS: No
- > TCM Project: No
- > Performance Measurements Apply: Bridge.
- > ODOT Local Agency Liaison:
- > Project Manager: N/A
- > Added Remarks: N/A



**Project Summary (#6)**

ODOT Key:	<b>20465</b>	MTIP ID:	70998
Project Type:	Existing	Completion Date:	12/31/2021
Name:	<del>OR99W: Barbur Boulevard Northbound Connection Bridge</del> <b>I-5 Bridges: Multnomah Blvd, Capital Hwy Ramp &amp; Barbur Blvd</b>		
Lead Agency:	<b>ODOT</b>		
Description:	<del>Paint structure; remove pack rust. Replace rivets and bolts.</del> <b>On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts.</b>		
Amending:	<b>COMBINED PROJECT:</b> The construction phases from Keys 20484 and 20702 are combined into Key 20476		

Project Details	Administrative Amendment Justification
<ul style="list-style-type: none"> <li>- CHANGE the project name to reflect the three project combining effort. Change as noted below: <del>Delete → OR99W: Barbur Boulevard Northbound Connection Bridge</del> <b>Replace with → “I-5 Bridges: Multnomah Blvd, Capital Hwy Ramp &amp; Barbur Blvd”</b></li> <li>- CHANGE Project description to reflect the three combined projects. Change as noted below: <del>Delete → Paint structure; remove pack rust. Replace rivets and bolts.</del> <b>Replace with → “On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts”</b></li> </ul>	<p>Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.</p>

Project Funding	Funding Change Details
<p><u>Preliminary Engineering (PE) Phase:</u></p> <ul style="list-style-type: none"> <li>- DECREASE federal ADVCON fund type code (ACP0) FY 2019 PE phase cost from \$308,420 to \$186,387</li> <li>- DECREASE State fund type code (match to ADVCON) FY 2019 PE phase cost from \$35,300 to \$21,333</li> <li>- ADD federal HBRR fund type code (L1CE) FY 2019 PE phase cost of \$122,033</li> <li>- ADD State fund type code (match to HBRR) FY 2019 PE phase cost of \$13,967 (Note: HBRR acts as partial ADVCON conversion fund code for the PE phase)</li> <li>- Total PE phase programming amount remains unchanged at \$343,720</li> </ul>	<p>Amendment submission items:</p> <ul style="list-style-type: none"> <li>✓ Email Request</li> <li>✓ STIP Summary Report</li> <li>✓ STIP Impacts Worksheet</li> </ul> <p>ODOT has decided to combine the Construction phases of three bridge projects on/over I-5 (K20465, K20484, and K20702) to be delivered under a single contract. The combining of these projects will reduce administration costs and efforts. K20465 has been identified as the recipient project key that will live on for Construction.</p>



Construction Phase:

- INCREASE federal ADVCON fund type code (ACP0)  
FY 2021 Construction phase cost from \$1,933,634 to \$4,626,131
- INCREASE State fund type code (match to ADVCON)  
FY 2021 Construction phase cost from \$221,313 to \$529,710
- Total Construction phase programming amount increases from \$2,154,947 to 5,157,841.
  
- Total project programming increases from \$2,498,667 to \$5,501,561

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Combining projects or phases into another project can be completed through 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 the Metro Motor Vehicle modeling 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 – 12092 - Bridge Rehabilitation & Repair
  - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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): Yes**
- **Capacity Enhancing Project: No:** The project is no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 – Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- **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

2018-21 Metropolitan Transportation Improvement Program (MTIP)  
**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification



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

**Administrative Modification  
 COMBINED PROJECT  
 3rd Amendment to Project**

<b>Lead Agency:</b> ODOT	Project Type: O&M	<b>ODOT Key:</b> 20465
<b>Project Name:</b> <del>OR99W: Barbur Boulevard Northbound Connection Bridge</del> -5 Bridges: Multnomah Blvd, Capital Hwy Ramp & Barbur Blvd	ODOT Type: Bridge	<b>MTIP ID:</b> 70998
	Capacity Enhancing: No	<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Conformity Exempt: Yes	<b>Comp Date:</b> 12/31/2021
	Performance Meas: Yes	RTP ID: 12092
<b>Short Description:</b> <del>Paint structure; remove pack rust. Replace rivets and bolts.</del> On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts.	OR99W On State Hwy Sys: OR99W	RFFA ID: N/A
	6.19 Mile Post Begin: 7.79	RFFA Cycle: N/A
	6.24 Mile Post End: 7.84	UPWP: No
	0.05 Length: 0.05	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 2
	Years Active: 1	OTC Approval: No
STIP Amend#: 18-21-3561	MTIP Amend#: AB20-09-MAR1	

**Detailed Description:** Construction phases from Keys 20484 and 20702 combined into Key 20465 for delivery efficiencies March 2020, AB20-09-MAR1. Bridge locations: (1) I-5 on Multnomah Blvd, (2) on OR99W at MP 6.19 to 6.24 - Bridge #07758D, and (3) on OR99W at MP 7.79 to 7.84 - Bridge #08205R

**STIP Description:** ~~Paint structure; remove pack rust. Replace rivets and bolts.~~  
 On Multnomah Blvd. and Capital Highway ramp bridges, place an overlay on the bridge driving surface, replace or repair leaking joints, and retrofit the bridge rails to meet current safety standards. On Barbur Blvd. bridge, remove rust, paint the bridge, and replace rivets and bolts.

AST Amendment or Admin Mod: Administrative Modification, December 2019, AB20-05-DEC2. Slipped construction phase to 2021

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACPO	2019		<del>\$ 308,420</del>				
ADVCON	ACPO	2019		\$ 186,387				\$ 186,387
IBRR	LICE	2019		\$ 122,033				\$ 122,033
ADVCON	ACPO	2021					<del>\$ 1,933,634</del>	\$ -
ADVCON	ACPO	2021					\$ 4,628,131	\$ 4,628,131
Note: State Bridge program funded							<b>Federal Totals:</b>	\$ 4,936,551
<b>Fund Obligations Amount:</b>				\$ 308,420				Fed Aid ID: S091(102)
<b>EA Number:</b>				PE003104				
<b>Initial Obligation Date:</b>				5/1/2019				
<b>State Funds</b>								
State	Match	2019		<del>\$ 35,300</del>				
State	Match	2019		\$ 21,333				\$ 21,333
State	Match	2021		\$ 13,967				\$ 13,967
State	Match	2021					<del>\$ 221,313</del>	\$ -
State	Match	2021					\$ 529,710	\$ -
							<b>State Total:</b>	\$ 35,300
<b>State Fund Obligations Amount:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total:</b>	\$ -
<b>Phase Totals Before Amend:</b>			\$ -	\$ 343,720	\$ -	\$ -	<del>\$ 2,154,947</del>	<del>\$ 2,498,667</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 343,720	\$ -	\$ -	\$ 5,157,841	\$ 5,501,561
<b>Year Of Expenditure (YOE):</b>								\$ 5,501,561

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro March 2020 Administrative Modification Bundle #1**

Modification Number: **AB20-09-MAR1** Resolution: N/A

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

Project Narrative



**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

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

The Admin Mod combines the construction phases from Key 20702 and 20484 into Key 20465 for increased delivery efficiencies. ODOT decided to combine the construction phases of three bridge projects on/over I-5 (K20465, K20484, and K20702) to be delivered under a single contract. The combining of these projects will reduce administration costs and efforts. K20465 has been identified as the recipient project key that will live on for Construction. The project name and description have been updated as a result of the combining effort.

**References and Additional Notes:**

> Admin Mod Eligible: Yes - Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.

> 2018 RTP ID: 12092 - Bridge Rehabilitation & 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.

> Modeling network: Yes OR99W and Multnomah Blvd are identified in the Motor Vehicle modeling network

> Model Type: Or99W = Major Arterial, Multnomah Blvd = Minor Arterial

> NHS: Yes - OR99W is identified as a "Other NHS Routes

> TCM Project: No

> Performance Measurements Apply: .Yes Bridge

> ODOT Local Agency Liaison: N/A

> Project Manager: N/A

> Added Remarks: N/A