



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: January 7, 2021

To: Adriana Antelo  
ODOT Region 1 Interim STIP Coordinator  
123 NW Flanders St  
Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: January FY 2021 Administrative Modification, #AB21-06-JAN1 Approval Request to the 2021-24 MTIP

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Dear Adriana:

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 FY 2021 Administrative Modification to the 2021-24 MTIP is under Metro amendment number AB21-06-JAN1. Two projects comprise the admin mod bundle: Keys 20898 and 22245.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2021-24 MTIP for this administrative modification bundle. Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov).

Thank you for your time to review Metro's January#1 2020 TIP Administrative Modification.

*Kenneth F Lobeck*

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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-06-JAN1**, Resolution: N/A

Number of projects within this amendment: **2 total**

Project Narratives



Proposed January 2021 Administrative Modification Bundle #1

Modification Number: **AB21-06-JAN1**

Total Number of Projects: 2

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key <b>20298</b>	ODOT	I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave	<b><u>PHASE FUND SHIFT:</u></b> The Administrative Modification shifts a total of \$400k from the construction phase to PE to address a PE phase design funding shortfall.
Project #2 Key <b>22245</b>	ODOT	<del>Portland Metro Area and Hood River Curb Ramp</del> <del>Scoping</del> <b>Multnomah/ Washington/ Clackamas/ Hood Rvr curb ramp assessment</b>	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.	<b><u>TECHNICAL CORRECTION - NAME CHANGE:</u></b> The Administrative Modification corrects the project description and provides the ADVCON fund code conversion to State STBG.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-06-JAN1**, Resolution: N/A

Number of projects within this amendment: **2 total**

Project Narratives



Project Summary (#1)	
ODOT Key:	20298
Project Type:	Existing
Name:	<b>I-84: Fairview - Marine Drive</b>
Lead Agency:	<b>ODOT</b>
Description:	Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave
Amending:	<b><u>PHASE FUND SHIFT:</u></b> Shift \$400k from the construction phase to PE phase to address a PE phase design funding shortfall. Construction phase does not require backfill
Project Details	
No changes	Administrative Amendment Justification Phase funding transfers within the same project where no scope or cost change occurs may proceed as an admin mod
Project Funding	
<u>Preliminary Engineering (PE) Phase:</u> <ul style="list-style-type: none"> <li>- ADD federal AC-STBGS fund type code FY 2019 PE phase cost of \$368,880</li> <li>- ADD State fund type code (match to AC-STBGS) FY 2019 PE phase cost of \$31,120</li> <li>- Total programming amount increases from \$521,930 to \$921,930</li> </ul>	<u>Funding Change Details</u> Amendment submission items: <ul style="list-style-type: none"> <li>✓ Email request for amendment</li> <li>✓ Completed STIP Summary Sheet</li> <li>✓ Completed STIP Impacts Worksheet</li> <li>✓ <b>Construction phase cost update</b></li> <li>✓ MTIP Worksheet</li> </ul> The admin mod shifts \$400k from construction to PE to address a PE phase design funding shortfall. Backfilling the construction phase was deemed not required. Original PE budget was less than 10% of total project cost, which is not sufficient for PE budget. Typical PE budgets for consultant led design projects are about 20% of total project cost. Shifting \$400k to PE will accommodate the negotiated scope and consultant PE budget.
<u>Construction Phase:</u> <ul style="list-style-type: none"> <li>- DECREASE federal NHPP fund type code (Z001) FY 2022 Construction phase cost from \$4,289,147 to \$3,920,267</li> <li>- DECREASE State fund type code (match to NHPP) FY 2022 Construction phase cost from \$361,847 to \$330,727</li> <li>- Total Construction phase programming amount decreases from \$4,941,000 to \$4,541,000</li> <li>- Total project programming remains unchanged at \$5,465,567</li> </ul>	
MTIP Review & Certification Details	
<ul style="list-style-type: none"> <li>• <b>Administrative Modification Authorized: Yes.</b> Fund transfers may occur as an administrative modification if proof is provided that no scope will occur to the construction phase and backfill is required.</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></li> </ul> </li> </ul>	

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-06-JAN1**, Resolution: N/A

Number of projects within this amendment: **2 total**

Project Narratives



- Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on the Metro Motor Vehicle network
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** Project ID – 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**
- **Project located on the National Highway System (NHS): Yes.**
- **Capacity Enhancing Project: No:** The project is not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 3 – Signalization projects at individual intersections
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
  - **Objective 5.1 Transportation Safety**
  - **Description:** Complete 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**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET**

**Administrative Modification**  
**PHASE FUNDING SHIFT**  
 \$400k from Cons to PE

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b> 20298		
<b>Project Name:</b> I-84: Fairview - Marine Drive	<b>1</b>	ODOT Type	Preserve	<b>MTIP ID:</b> 70939		
		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:	12095	
		On State Hwy Sys:	I-84	RFFA ID:	N/A	
		Mile Post Begin:	13.83	RFFA Cycle:	N/A	
		Mile Post End:	2.84	UPWP:	No	
		Length:	0	UPWP Cycle:	N/A	
		1st Year Program'd:	2019	Past Amend:	4	
		Years Active:	3	OTC Approval:	No	
		STIP Amend#: 21-24-0009		MTIP Amend#: AB21-06-JAN1		
		<b>Short Description:</b> Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave				

**Detailed Description:** Repave a section of I-84 between Fairview and Marine Dr to repair rutting damage and keep roadway safe. Install a full signal upgrade (including ADA) at NE 238th Ave.

**STIP Description:** Repave a section of I-84 between Fairview and Marine Dr to repair vehicle rutting damage and keep the roadway safe for travel. Install a full signal upgrade at NE 238th Ave to increase safety at this location.

LAST Amendment or Admin Mod: Administrative - August 2020 - Slip ROW to 2021 and CON to 2022, AB21-01-AUG1

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
IM	LO1E	2019		\$ 481,324				\$ 481,324
<b>AC-STBGS</b>	<b>ACPO</b>	<b>2019</b>		<b>\$ 368,880</b>				<b>\$ 368,880</b>
STBG-S	Z240	2021			\$ 2,366			\$ 2,366
<del>NHPP (92.22%)</del>	<del>Z001</del>	<del>2022</del>					<del>\$ 4,289,147</del>	\$ -
<b>NHPP (92.22%)</b>	<b>Z001</b>	<b>2022</b>					<b>\$ 3,920,267</b>	<b>\$ 3,920,267</b>
STBG-S	Z240	2022					\$ 260,222	\$ 260,222
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 5,033,059</b>
<b>Fund Obligations Amount:</b>				\$ 481,324				Federal Aid ID
<b>EA Number:</b>				PE003069				S002(231)
<b>Initial Obligation Date:</b>				12/26/2018				
<b>State Funds</b>								
State	Match	2019		\$ 40,606				\$ 40,606
<b>State</b>	<b>Match</b>	<b>2019</b>		<b>\$ 31,120</b>				<b>\$ 31,120</b>
State	Match	2021			\$ 271			\$ 271
<del>State</del>	<del>Match</del>	<del>2022</del>					<del>\$ 361,847</del>	\$ -
<b>State</b>	<b>Match</b>	<b>2022</b>					<b>\$ 330,727</b>	<b>\$ 330,727</b>
State	Match	2022					\$ 29,784	\$ 29,784
								\$ -
							<b>State Total:</b>	<b>\$ 29,784</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 521,930</del>	\$ 2,637	\$ -	<del>\$ 4,941,000</del>	\$ 5,465,567
Phase Totals After Amend:			\$ -	<b>\$ 921,930</b>	<b>\$ 2,637</b>	\$ -	<b>\$ 4,541,000</b>	<b>\$ 5,465,567</b>
Year Of Expenditure (YOE):								\$ 5,465,567

**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.127, Table - 3 -Intersection Signalization Projects and Individual Locations

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

The Administrative Modification shifts \$400k from the construction phase to the PE phase to address additional project design issues. Original PE budget was less than 10% of total project cost, which is not sufficient for PE. budget. Typical PE budgets for consultant led design projects are about 20% of total project cost. Shifting \$400k to PE will accommodate the negotiated scope and consultant PE budget. There is no scope change or project cost increase as a result. The backfill of the construction phase is not required. The construction phase can be delivered under the current scope with the phase reduction.

**References and Additional Notes:**

> Admin Mod Eligible: The funds swap results in no scope or cost change

> 2018 RTP ID: 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.

> Modeling network: Motor Vehicle

> Model Type: I84 is identified as a "Throughway" in the Motor Vehicle modeling network

> NHS: Yes

> TCM Project: No

> On CMP: Yes

> Performance Measurements Apply: Yes - subcategory = Safety and Pavement

> RTP Goal(s): Goal 5 -Safety and Security

> RTP Goal Description: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

> ODOT Local Agency Liaison: N/A

> Project Manager: N/A

> Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-06-JAN1**, Resolution: N/A

Number of projects within this amendment: **2 total**

Project Narratives



**Project Summary (#2)**

ODOT Key:	<b>22245</b>	MTIP ID:	71222
Project Type:	Existing	Completion Date:	12/31/2022
Name:	<del>Portland Metro Area and Hood River Curb Ramp Scoping</del> <b>Multnomah/Washington/Clackamas/Hood Rvr curb ramp assessment</b>		
Lead Agency:	<b>ODOT</b>		
Description:	Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.		
Amending:	<b><u>TECHNICAL CHANGE – NAME CHANGE</u></b> The project name is updated along with the ADVCON conversion code to be State STBG		

**Project Details**

**CHANGE PROJECT NAME:**

- Change project name from ~~Portland Metro Area and Hood River Curb Ramp Scoping~~ to be the following:
- **Multnomah/Washington/Clackamas/Hood Rvr curb ramp assessment**

Administrative Amendment

Justification

The name change and ADVCON conversion code change are minor technical change and allowable as an administrative modification

**Project Funding**

Preliminary Engineering (PE) Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2020 Planning phase cost of \$1,794,600
- ADD federal State STBG fund type code (Z240) FY 2020 Planning phase cost of \$1,794,600  
*(ADVCON conversion code updated. No change to local match)*
- Total Planning phase programming amount remains unchanged at \$2,000,000
- Total project programming amount remains unchanged at \$2,000,000

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ MTIP Worksheet

The admin mod updates the project name based on the Planning phase obligation and converts the ADVCON fund code to State STBG. There is no cost or scope change as a result Changes are made for historical accuracy for the project.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Technical corrections such as a name change where there is no scope or cost change may occur as an administrative modification.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **No – planning project**
  - Provides transportation system improvement: **No**
- **Considered a Regionally Significant Project: No – planning project**
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** Project ID – 12095 - Safety & Operations Projects



2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-06-JAN1**, Resolution: N/A

Number of projects within this amendment: **2 total**

Project Narratives



- **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**
- **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 – Other – Planning and Technical Studies.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
  - **Objective 5.1 Transportation Safety**
  - **Description:** Complete 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  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

**Administrative Modification  
NAME CHANGE**  
1st Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type: Planning		<b>ODOT Key:</b> 22245
<b>Project Name:</b> <del>Portland Metro Area and Hood River Curb Ramp Scoping</del> <b>Multnomah/Washington/Clackamas/Hood Rvr curb ramp assessment</b>	2	ODOT Type: Bike/Ped		<b>MTIP ID:</b> 71222
		Capacity Enhancing: No		<b>Status:</b> Planning D
		Conformity Exempt: Yes		<b>Comp Date:</b> 12/31/2022
		Performance Meas: Yes		RTP ID: 12095
		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: 0		UPWP Cycle: N/A
		1st Year Program'd: 2020		Past Amend: 0
		Years Active: 2		OTC Approval: No
<b>Project Status:</b> D = Project implementation in progress.		STIP Amend#: 21-24-0435		MTIP Amend#: AB21-06-JAN1
<b>Short Description:</b> Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.				
<b>Detailed Description:</b> As part of the ADA settlement agreement, Key 22245 will hire a consultant to examine ramps in Region 1 not already under improvement contract, determine concept fixes and issues., plus associated costs. The results of this work will guide the selection and design of future curb ramp projects. Key 22245 is a region wide project development scoping effort which will set future curb ramp projects up for success ensuring an on-time and on-budget delivery.				
<b>STIP Description:</b> Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.				

LAST Amendment or Admin Mod: Formal to add the project to the MTIP - August 2020 - JN20-13-JUN. ADD NEW PROJECT. The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>ADVCON</del>	<del>ACP0</del>	<del>2020</del>	<del>\$ 1,794,600</del>					\$ -
State STBG	Z240	2020	\$ 1,794,600					\$ 1,794,600
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 1,794,600</b>
<b>Fund Obligations Amount:</b>			\$ 1,794,600					Federal Aid ID
<b>EA Number:</b>			C4385224					SA00(369)
<b>Initial Obligation Date:</b>			9/8/2020					
<b>State Funds</b>								
State	Match	2020	\$ 205,400					\$ 205,400
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Phase Totals After Amend:			\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
							Year Of Expenditure (YOE):	\$ 2,000,000

**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies

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

The Administrative Modification makes a technical correction to the project as maintained in the MTIP database. The project was obligated in FY 2020 and was not carried over into the 2021-24 MTIP. The name change is a technical correction. The changes also include the ADVCON conversion code update to State STBG. There is no change in total project cost or scope.

**References and Additional Notes:**

- > Admin Mod Eligible: Description changes without an impact to cost or scope are minor and in this case act as only a technical correction.
- > 2018 RTP ID: 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.
- > Modeling network: No. Planning action
- > Model Type: Modeled as future HC
- > NHS: No
- > TCM Project: No
- > On CMP: No
- > Performance Measurements Apply: No. Planning action
- > RTP Goal(s): Goal 5 - Safety and Security
- > RTP Goal Description: Objective 5.1 - Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A