

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 22, 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: February FY 2021 Administrative Modification Bundle #1, AB21-09-FEB1 Approval Request to the 2021-24 MTIP

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 February FY 2021 Administrative Modification, Bundle #1 to the 2021-24 MTIP is under Metro amendment number AB21-09-FEB1. Six projects comprise the bundle. They include:

- Key 21219 ODOT I-5 Over NE Hassalo St and NE Holiday St (BR#08583)
- Key 22137 Multnomah County Sandy Blvd: Gresham to 230th Ave
- Key 21593 **Portland** Metro Transportation Demand Management (Portland)
- Key 21497 Portland OR99W/Barbur Blvd Area: Sidewalk Infill Projects
- Key 20488 Tigard North Dakota Street: Fanno Creek Bridge
- Key 20329 West Linn OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)

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.

Thank you for your time to review Metro's February #1 2021 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 February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Proposed February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1**

Total Number of Projects: 6

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21219	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)	SLIP CONSTRUCTION PHASE: Reprogram the Construction phase from FY 2022 to FY 2024. No change in scope or cost. Construction is positioned to be assimilated into the Rose Quarter project
Project #2 Key 22137	Multnomah County	Sandy Blvd: Gresham to 230th Ave	Complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network	PHASE SLIP: Reprogram Planning phase from FY 2022 to FY 2023. Lead agency request a 1-year delay to begin project development activities
Project #3 Key 21593	Portland Metro	Transportation Demand Management (Portland)	Through the Metro RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814.	LEAD AGENCY CHANGE: The admin mod changes the lead agency from Portland to Metro. This will allow Metro the ability to manage the funding similar to the Regional Travel Options (RTO) and issue the funding
Project #4 Key 21407	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	Complete sidewalk projects at multiple locations near and around OR99W (SW Barbur Blvd) install flashing lights at the intersection of SW 40th Ave and SW Huber St to create a safer environment for pedestrians along this section of transportation corridor.	FUND PHASE SHIFT: ROW and UR phase funding is being shifted to PE to support PE ROW and UR have been determined not required as part of the project and are canceled as part of this admin mod.
Project #5 Key 20488	Tigard	North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	COST INCREASE: The admin mod adds \$532,000 to the PE phase to address added phase consultant costs not previously identified. Total project cost increase is 11%.
Project #6 Key 20329	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	PHASE SLIP: Slip Utility Relocation/Other phase from FY 2021 to FY 2022. Utilities will be obligated close to bid let, so shifting the UR obligation year to match the CN obligation year

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Project Summary (#1)

ODOT Key:	21219	MTIP ID: 71043
Project Type:	Existing	Completion Date: 12/31/2025
Name:	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	
Lead Agency:	ODOT	
Description:	On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)	
Amending:	<u>SLIP CONSTRUCTION PHASE</u> Reprogram Construction phase from FY 2022 to FY 2024	

Project Details

- No changes

Administrative Amendment

Justification

Phase slips that remain in constrained years and do no change the scope or costs can occur as an administrative modification

Project Funding

Preliminary Engineering (PE) Phase:

- DELETE federal AC-HB2017 fund type code (ACP0) FY 2021 PE phase cost of \$922,200
- ADD federal NHPP fund type code (Z001) FY 2021 PE phase cost of \$922,200
- No change to State match of \$77,800
- Total PE phase programming amount remains unchanged at \$1,000,000

Construction Phase:

- DELETE federal AC-HB2017 fund type code (ACP0) FY 2022 Construction phase cost of \$3,688,800
- DELETE State fund type code (match to AC-HB2017) FY 2022 Construction phase cost of \$311,200
- ADD federal AC-2HB017 fund type code (ACP0) FY 2024 Construction phase cost of \$3,688,800
- ADD State fund type code (match to AC-HB2017) FY 2024 Construction phase cost of \$311,200
- Total Construction phase programming remains unchanged at \$4,000,000
- Total project programming remains unchanged at \$5,000,000

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ Completed STIP Summary Sheet
- ✓ Completed STIP Impacts Worksheet
- ✓ MTIP Worksheet

The admin mod reprograms the Construction phase from FY 2022 to FY 2024. The phase slip s intended to match up the construction phase with the Rose Quarter project. The I-5 Over NE Hassalo St and NE Holiday St (BR#08583) project is anticipated to be assimilated into the Rose Quarter project for improved cost delivery options. The construction phase will then parallel other Rose Quarter project construction improvements.

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Phase slips that remain within constrained years and do not result in scope or cost changes can occur as administrative modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



- Located on the Metro roadway network: **Yes**
 - 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 – 12094 - Highway Pavement Maintenance
 - **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 not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 2 – Safety – Pavement resurfacing and/or rehabilitation
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #10 – Fiscal Stewardship
 - **Objective 10.1 Infrastructure Condition**
 - **Description:** Objective 10.1 - Infrastructure Condition. – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- **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
SLIP CONS PHASE
Reprogram Construction phase to FY
2024

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	21219	
Project Name: I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	1	ODOT Type	Preserve		MTIP ID:	71043	
		Capacity Enhancing:	No		Status:	2	
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Short Description: On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)		Conformity Exempt:	Yes		Comp Date	12/31/2025	
		Performance Meas:	Yes		RTP ID:	12094	
		On State Hwy Sys:	I-5		RFFA ID:	N/A	
		Mile Post Begin:	301.95		RFFA Cycle:	N/A	
		Mile Post End:	302.03		UPWP:	No	
		Length:	0.08		UPWP Cycle:	N/A	
		1st Year Program'd:	2020		Past Amend:	4	
		Years Active:	1		OTC Approval:	No	
		STIP Amend#: 21-24-0381		MTIP Amend#: AB21-09-FEB1			
		Detailed Description: In northeastern Portland on I-5 over NE Hassalo St and SE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)					
STIP Description: Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.							
LAST Amendment or Admin Mod: Administrative - December 2020 - AB21-05-DEC2 - Reprogram Cons to FY 2022							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-HB2017 (92.22%)	ACP0	2021		\$ 922,200				\$ -
NHPP	2001	2021		\$ 922,200				\$ 922,200
AC-HB2017 (92.22%)	ACP0	2022					\$ 3,688,800	\$ -
AC-HB2017 (92.22%)	ACP0	2024					\$ 3,688,800	\$ 3,688,800
								\$ -
								\$ -
Note:							Federal Totals:	\$ 4,611,000
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:								
EA End Date:								
State Funds								
State	Match	2021		\$ 77,800				\$ 77,800
State	Match	2022					\$ 311,200	\$ -
State	Match	2024					\$ 311,200	\$ 311,200
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ 4,000,000	\$ 5,000,000
Phase Totals After Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ 4,000,000	\$ 5,000,000
Year Of Expenditure (YOE):								\$ 5,000,000

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification reprograms the Construction phase from FY 2022 to FY 2024. There is no scope or cost change. There is a pending STIP amendment to add this project to the I-5 Rose Quarter project. CMR 21219-P1 combines the PE funds and scope from this project to the I-5 RQ Project.

References and Additional Notes:

- > Admin Mod Eligible: The phase slip remains in a constrained years and does not result in a cost of scope change.
- > 2018 RTP ID: 12094 - Highway Pavement Maintenance
- > 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: Motor Vehicle - not modeled
- > Model Type: N/A
- > NHS: Yes
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Pavement
- > RTP Goal(s): Goal 10 - Fiscal Stewardship
- > RTP Goal Description: Objective 10.1 - Infrastructure Condition. – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Project Summary (#2)

ODOT Key:	22137	MTIP ID: 71093
Project Type:	Existing	Completion Date: 7/1/2023
Name:	Sandy Blvd: Gresham to 230th Ave	
Lead Agency:	Multnomah County	
Description:	Complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network	
Amending:	<u>PHASE SLIP</u> Reprogram project development in the Planning phase from FY 2022 to FY 2023	

Project Details

- No changes

Administrative Amendment

Justification

Phase slips which remain in constrained years are allowable as administrative modifications

Project Funding

Planning Phase:

- DELETE federal STBG-U fund type code **FY 2022**
Planning phase cost of \$1,275,985
- DELETE Local fund type code (match to STBG-U) **FY 2022**
Planning phase cost of \$146,042
- ADD federal STBG-U fund type code **FY 2023**
Planning phase cost of \$1,275,985
- ADD Local fund type code (match to STBG-U) **FY 2023**
Planning phase cost of \$146,042
- Total Planning phase programming amount remains unchanged at \$1,422,027
- Total project programming remains unchanged at \$1,422,027

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ Completed Project Change Request (PCR)
- ✓ MTIP Worksheet

The admin mod slips the planning phase from FY 2022 to FY 2023. Covid-19 impacts are slowing down project delivery for many agencies. Multnomah County is re-assessing their project delivery priorities and requested a 1 year delay to start Sandy Blvd active transportation project development activities.

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Phase slips that remain in the constrained years are allowable as administrative modifications.
- **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: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and will be located on the Metro Pedestrian network
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.** Project ID – 10399 - Reconstruct Sandy Blvd.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



- **RTP Description:** Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant. Addition of bike lanes and sidewalks will improve safety of this area and reduce conflict among modes. To address safety and reduce crashes the project will use proven safety countermeasures.
- **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 not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 2 – Other Planning and Technical Studies
- **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



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Administrative Modification
PHASE SLIP
Slip Project Development to FY 2023

Lead Agency: Multnomah County		Project Type:	Proj Dev		ODOT Key:	22137
Project Name: Sandy Blvd: Gresham to 230th Ave	2	ODOT Type	BikePed		MTIP ID:	71093
		Capacity Enhancing:	No		Status:	0
Project Status: 0 = No activity. Short Description: Complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network		Conformity Exempt:	Yes		Comp Date	7/1/2023
		Performance Meas:	Yes		RTP ID:	10399
		On State Hwy Sys:	No		RFFA ID:	50379
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	0		UPWP Cycle:	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend#: TBD			MTIP Amend#: AB21-09-FEB1	
Detailed Description: In Multnomah County on Sandy Blvd from Gresham city limits to 230th Ave complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements with a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts between users.						
STIP Description: Complete project development activities to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network. These improvements will increase safety and accessibility and improve Sandy Blvd as a regional freight route by reducing congestion and conflicts between users.						
LAST Amendment or Admin Mod: None. This the first amendment since initial programming.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2022	\$ 1,275,985					\$ -
STBG-U	Z230	2023	\$ 1,275,985					\$ 1,275,985
								\$ -
								\$ -
								\$ -
								\$ -
Note:							Federal Totals:	\$ 1,275,985
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022	\$ 146,042					\$ -
Local	Match	2023	\$ 146,042					\$ 146,042
								\$ -
								\$ -
							Local Total	\$ 146,042
Phase Totals Before Amend:			\$ 1,422,027	\$ -	\$ -	\$ -	\$ -	\$ 1,422,027
Phase Totals After Amend:			\$ 1,422,027	\$ -	\$ -	\$ -	\$ -	\$ 1,422,027
Year Of Expenditure (YOE):								\$ 1,422,027

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Planning and technical studies.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification slips the Planning from FY 2022 to FY 2023. Multnomah County requested a 1-yr delay in starting project development activities with this project. Impacts from Covid-19 have diminished project delivery timing for many agencies including Multnomah County. Rather than attempt to rush the project,, Metro has agreed to delay the start of the project until FY 2023. Revised project development implementation is October, 2022.

References and Additional Notes:

> Admin Mod Eligible: The funds are "Newer" funding and will be applied to the FY 2023 obligation Targets. The phase slip remains in the Constrained MTIP. The planned scope of work remains unchanged. Since the slip remains in the constrained years, they can occur administratively.

> 2018 RTP ID: 10399 - Reconstruct Sandy Blvd.

> RTP Description: Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.

Addition of bike lanes and sidewalks will improve safety of this area and reduce conflict among modes. To address safety and reduce crashes the project will use proven safety countermeasures.

> Modeling network: N/A planning project

> Model Type: N/A

> NHS: No

> TCM Project: No

> On CMP: N/A

> Performance Measurements Apply: No

> RTP Goal(s): Goal 3 - Transportation Choices

> RTP Goal Description: Objective 3.2 Active Transportation System Completion – Complete all gaps in regional bicycle and pedestrian networks

> ODOT Local Agency Liaison: Matthew Novak

> Project Manager: N/A

> Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Project Summary (#3)

ODOT Key:	21593	MTIP ID: 71067
Project Type:	Existing	Completion Date: 12/31/2022
Name:	Transportation Demand Management (Portland)	
Lead Agency:	Portland Metro	
Description:	Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814.	
Amending:	<u>LEAD AGENCY CHANGE</u> Change lead from Portland to be Metro	

Project Details

- **CHANGE LEAD AGENCY:**
Change Lead agency from Portland to be Metro

Administrative Amendment Justification

The lead agency change does not impact scope or cost and is considered a minor change.

Project Funding

Other Phase:

- No changes
- Total Other phase programming remains unchanged at \$185,445
- Total project programming remains unchanged at \$185,445

Funding Change Details

Amendment submission items:

- ✓ Prior meetings to determine obligation and implementation strategies
- ✓ Completed Project Change Request (PCR)
- ✓ MTIP Worksheet

The admin mod changes the lead agency to Metro. This will allow Metro to flex transfer the funds to FTA and then allocate them to Portland via sub-grant format. There is no change to the project cost of scope of work.

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** A lead agency change where no scope or cost changes are occurring is considered a minor change and is eligible as Administrative Modification Modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **No.** The project is considered a planning project
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes**
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.** Project ID – 12078 - Portland Citywide TDM Strategy
 - **RTP Description:** Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand.
 - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: No**

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



- 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 not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 2 – Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #3 Transportation Choices
 - **Objective 3.3 - Access to Transit**
 - **Description:** Increase household and job access to current and planned frequent transit service.
- **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
LEAD AGENCY CHANGE
Change to Metro as Lead Agency

Lead Agency: Portland Metro			Project Type:	Other		ODOT Key:	21593
Project Name: Transportation Demand Management (Portland)		3	ODOT Type	Ops-TDM		MTIP ID:	71067
			Capacity Enhancing:	No		Status:	T22
			Conformity Exempt:	Yes		Comp Date	12/31/2022
			Performance Meas:	?		RTP ID:	12078
Project Status: T22 = Programming actions in progress or programmed in current MTIP			On State Hwy Sys:	No		RFFA ID:	N/A
Short Description: Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814.			Mile Post Begin:	N/A		RFFA Cycle:	2019-21
			Mile Post End:	N/A		UPWP:	No
			Length:	0		UPWP Cycle:	N/A
			1st Year Program'd:	2021		Past Amend:	2
			Years Active:	1		OTC Approval:	No
			STIP Amend#: TBD		MTIP Amend#: AB21-09-FEB1		
Detailed Description: In the city of Portland supporting Portland project Keys 20812, 20813, and 20814 implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the Brentwood-Darlington, NE Halsey St between 65th Ave and 92nd Ave, and Jade/Montavilla neighborhood centers (TDM funding component to a larger 2019-2021 RFFA ped/bike/transit Award to the three projects)							
STIP Description: Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.							
LAST Amendment or Admin Mod: December 2020, AB21-05-DEC2- Reprogram Other phase out to FY 2022							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Contraction	Other (Transit/RTO)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 126,400	\$ 126,400
TA-U	Z301	2022					\$ 40,000	\$ 40,000
							\$ -	\$ -
							\$ -	\$ -
Note: STBG-U and TA are considered Newer funds and will appear as part of the FY 2022 Obligation Targets							Federal Totals:	\$ 166,400
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$ -	\$ -
							\$ -	\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 14,467	\$ 14,467
Local	Match	2022					\$ 4,578	\$ 4,578
							\$ -	\$ -
							\$ -	\$ -
							Local Total	\$ 19,045
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 185,445	\$ 185,445
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 185,445	\$ 185,445
Year Of Expenditure (YOE):							\$	185,445

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification Changes the lead agency from Portland to be Metro. Through this action, Metro can complete the required fund flex-transfer and allocate the federal funds to completed approved Transportation Demand Management activities as a sub grant. The change streamlines the management and implementation of the funds supporting TDM activities.

References and Additional Notes:

- > Admin Mod Eligible: The lead agency change does not affect the approved scope of work or project cost. The change is considered a technical change and is eligible as an administrative modification.
- > 2018 RTP ID: 12078 - Portland Citywide TDM Strategy
- > RTP Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand.
- > Modeling network: N/A
- > Model Type: Considered a planning project and not modeled
- > NHS: No
- > TCM Project: No
- > On CMP: N/A
- > Performance Measurements Apply: Indirect possible as the strategies implemented could result in increases to transit ridership.
- > RTP Goal(s): Goal 3 - Transportation Choices
- > RTP Goal Description: Objective 3.3 Access to Transit – Increase household and job access to current and planned frequent transit service.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1Modification Number: **AB21-09-FEB1** Resolution: N/ANumber of projects within this amendment: **6 total**

Project Narratives

**Project Summary (#4)**

ODOT Key:	21407	MTIP ID: 71060
Project Type:	Existing	Completion Date: 12/31/2022
Name:	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	
Lead Agency:	Portland	
Description:	Complete sidewalk projects at multiple locations near and around OR99W (SW Barbur Blvd) install flashing lights at the intersection of SW 40th Ave and SW Huber St to create a safer environment for pedestrians along this section of transportation corridor.	
Amending:	<u>FUND PHASE SHIFT</u> ROW and UR phase funding is being shifted to PE. As a result ROW and UR are canceled.	

Project Details

- No changes

Administrative Amendment Justification

The fund phase shift does not change the scope or cost and is considered a technical change

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

- INCREASE federal STP/STBG fund type code (L23E/Z230) FY 2020 PE phase cost from \$377,763 to \$422,628
- INCREASE Local fund type code (match to STBP/STBG) FY 2020 PE phase cost from \$43,237 to \$48,372
- Total PE phase programming amount increases from \$421,000 to \$471,000

Right of Way (ROW) Phase:

- DELETE federal STBG-U fund type code (Z230) FY 2021 ROW phase cost of \$22,433
- DELETE Local fund type code (match to STBG-U) FY 2021 ROW phase cost of \$2,568
- Total ROW phase programming decreases from \$25,001 to \$0

Other/Utility Relocation (UR) Phase:

- DELETE federal STBG-U fund type code (Z230) FY 2021 Other/UR phase cost of \$22,433
- DELETE Local fund type code (match to STBG-U) FY 2021 Other/UR phase cost of \$2,568
- Total Other/UR phase programming decreases from \$25,001 to \$0

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ Completed Project Change Request
- ✓ 60% Design Cost Update
- ✓ MTIP Worksheet

The admin mod shifts the ROW and Other/UR phase funding back to PE to complete PS&E. The 60% design update indicates ROW and UR is not required. Both phases had been added as a contingency when the early design effort suggested minor ROW and UR might be required. As a result of the fund shift, ROW and UR phase programming is canceled. There is no change in scope or total project cost as a result of the fund shift.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Construction Phase:

- No changes
- Total Construction phase programming remains unchanged at \$1,467,487
- Total project programming remains unchanged at \$1,938,487

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Fund swaps among existing phases where no scope total project cost change occurs are authorized to be completed as Administrative Modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **No**. No to roadway, but yes to the pedestrian network
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located in the Pedestrian modeling network
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
- **In Current RTP: Yes.** Project ID – 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects
 - **RTP Description:** Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah – Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Wilbard). Include an enhanced pedestrian crossing at SW 40th & Huber.
 - **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 not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 2 – Air Quality - Bicycle and pedestrian 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



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Administrative Modification
FUND PHASE SHIFT
Shift ROW and UR funding to PE and
cancel ROW and UR

Lead Agency: Portland		Project Type:	Active		ODOT Key:	21407	
Project Name: OR99W/Barbur Blvd Area: Sidewalk Infill Projects	4	ODOT Type	BikePed		MTIP ID:	71060	
		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	12/31/2022	
		Performance Meas:	Yes		RTP ID:	11564	
		On State Hwy Sys:	No		RFFA ID:	50216	
		Mile Post Begin:	N/A		RFFA Cycle:	2016-18	
		Mile Post End:	N/A		UPWP:	No	
		Length:	0		UPWP Cycle:	N/A	
		1st Year Program'd:	2020		Past Amend:	3	
		Years Active:	2		OTC Approval:	No	
		STIP Amend#: TBD		MTIP Amend#: AB21-09-FEB1			
		Detailed Description: Barbur Blvd complete sidewalk infill projects (Replacement PGB for Key 19298) Sidewalk infills replacement PGB for Key 19298. Federal funded new two locations include:(1) SW26th Ave - I-5 to Taylors Ferry, (2) SW Custer - 13th Ave to 17th Ave. SW 24th/25th - Multnomah to Spring Garden developer conditioned completed with SW 40th Huber to Wilard St to be locally funded and completed by PBOT					
STIP Description: Complete sidewalk projects at multiple locations near and around OR99W (SW Barbur Blvd) in Portland to create a safer environment for pedestrians along this section of transportation corridor.							
LAST Amendment or Admin Mod: Formal, SP21-02-SEP, ADD PHASES: ROW and ur phases are added to the project at \$50k each. Funds drawn from construction. Completed as part of the September 202 Transition Amendment to the 2021-26 MTIP (Replacement project for Key 19298 from the 2016-18 RFFA call)							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	L23E	2020		\$ 377,763				\$ -
STBG-U	Z230	2020		\$ 422,628				\$ 422,628
STBG-U	Z230	2021			\$ 22,433			\$ -
STBG-U	Z230	2021				\$ 22,433		\$ -
STBG-U	Z230	2021					\$ 1,316,776	\$ 1,316,776
								\$ -
Note:							Federal Totals:	\$ 1,739,404
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2020		\$ 43,237				\$ -
Local	Match	2020		\$ 48,372				\$ 48,372
Local	Match	2021			\$ 2,568			\$ -
Local	Match	2021				\$ 2,568		\$ -
Local	Match	2021					\$ 150,711	\$ 150,711
								\$ -
								\$ -
							Local Total	\$ 199,083
Phase Totals Before Amend:			\$ -	\$ 421,000	\$ 25,001	\$ 25,001	\$ 1,467,487	\$ 1,938,489
Phase Totals After Amend:			\$ -	\$ 471,000	\$ -	\$ -	\$ 1,467,487	\$ 1,938,487
Year Of Expenditure (YOE):								\$ 1,938,487

Notes and Changes

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

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification shifts the ROW and UR phase funding back to PE to support PE needs. The project is now at 60% design. The updated design confirmed both ROW and UR phases are not required as part of the project. Both phases were added recently as a contingency when early designs pointed to a possible need for minor ROW and UR scope actions. However, the latest design update confirms both phases are not required. As a result of the fund shift, the ROW and UR phases are canceled from the project.

References and Additional Notes:

- > Admin Mod Eligible: The funds swap .
- > 2018 RTP ID: 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects
- > RTP Description: Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah – Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Wilbard). Include an enhanced pedestrian crossing at SW 40th & Huber.
- > Modeling network: Pedestrian
- > Model Type: N/A
- > NHS: No
- > TCM Project: No
- > On CMP: N/A
- > Performance Measurements Apply: Yes - subcategory = safety
- > RTP Goal(s): Yes, Goal 3 - Transportation Choices,
- > RTP Goal Description: Objective 3.2 - Active Transportation System Completion - Complete all gaps in regional bicycle and pedestrian networks
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Project Summary (#5)

ODOT Key:	20488	MTIP ID: 70979
Project Type:	Existing	Completion Date: 9/1/2023
Name:	North Dakota Street: Fanno Creek Bridge	
Lead Agency:	Tigard	
Description:	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	
Amending:	COST INCREASE Add \$532k to PE phase to address consultant costs to PE phase	

Project Details

- No changes

Administrative Amendment
Justification

Cost increases below 20% are allowable
as administrative modifications

Project Funding

Preliminary Engineering (PE) Phase:

- DELETE federal ADVCON fund type code (ACP0) FY 2019 PE phase cost of \$958,316
- ADD federal STBG State fund type code (Z240) FY 2019 PE phase cost of \$958,316
- No change to Local match of \$109,684
- ADD federal AC-STBGS fund type code (ACP0) FY 2019 PE phase cost of \$477,364
- ADD Local fund type code (match to AC-STBGS) FY 2019 PE phase cost of \$54,636
- Total PE phase programming amount increases from \$1,068,000 to \$1,600,000

Right of Way (ROW) Phase:

- DELETE fund type code STBG State fund type code (Z240) FY 2022 ROW phase cost of \$385,839
- ADD federal AC-STBGS fund type code (ACP0) FY 2022 ROW phase cost of \$385,839
- No change to local match of \$44,161
- Total ROW phase programming remains unchanged at \$430,00

Construction Phase:

- DELETE federal STBG State fund type code (Z240) FY 2023 Construction phase cost of \$2,170,524
- ADD federal AC-STBGS fund type code (ACP0) FY 2023 Construction phase cost of \$2,170,524
- No change to Local match of \$248,426
- Total Construction phase programming remains unchanged at \$3,326,890
- Total project programming increases from \$4,824,890 to \$5,356,890

Funding Change Details

Amendment submission items:

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

The admin mod adds \$532k to the PE phase to address consultant costs. In order to incorporate and meet the local, state, and federal requirements of the project, the anticipated consultant costs of the project were larger than originally anticipated. Consultant and ODOT costs of the project have escalated due to inflation and due to the working out requirements related to issues on the project requiring additional funding in PE. The cost change equals 11% which is less than the 20% threshold.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Cost increases with no scope change that are less than 20% can be completed as Administrative Modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **No.**
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: No**
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
- **In Current RTP: Yes.** Project ID – 11996 - Fanno Creek Bridges Upgrades
 - **RTP Description:** Existing old bridges have deteriorated and are nearing end-of-life. Replace with new bridges meeting current standards including sidewalks and bike lanes.
 - **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 not a capacity enhancing project and is considered exempt under 40 CFR 93.127, 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

2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Administrative Modification
COST INCREASE
Add \$532k to PE phase

Lead Agency: Tigard		Project Type:	Bridge	ODOT Key:	20488
Project Name: North Dakota Street: Fanno Creek Bridge	5	ODOT Type	Bridge	MTIP ID:	70979
		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	9/1/2024
		Performance Meas:	Yes	RTP ID:	11996
		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:	3
		Years Active:	1	OTC Approval:	No
		STIP Amend#: 21-24-0470		MTIP Amend#: AB21-09-FEB1	
		Detailed Description: In the Southwest MPO region in Tigard on SW North Dakota St at Fanno Creek (w/o SW Tiedeman Ave), replace/ reconstruct bridge over Fanno Creek with a new single span bridge, maintain alignment, and raise vertical grade line to improve site distance approaching RR crossing			
STIP Description: Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.					
LAST Amendment or Admin Mod: Administrative - December 2020 - AB21-05-DEC2, Reprogram ROW to FY 2022, Reprogram Cons to FY 2023					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2019		\$ 958,316				\$ -
STBG State	Z240	2019		\$ 958,316				\$ 958,316
AC-STBGS	ACP0	2019		\$ 477,364				\$ 477,364
STBG State	Z240	2022		-	\$ 385,839			\$ -
AC-STBGS	ACP0	2022			\$ 385,839			\$ 385,839
STBG State	Z240	2023					\$ 2,170,524	\$ -
AC-STBGS	ACP0	2023					\$ 2,170,524	\$ 2,170,524
								\$ -
Note:							Federal Totals:	\$ 3,992,043
Fund Obligations Amount:				\$ 958,316				
EA Number:				PE003089				
Known Expenditures:				\$ 33,039				
Initial Obligation Date:				3/18/2019				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2019		\$ 109,684				\$ 109,684
Local	Match	2019		\$ 54,636				\$ 54,636
Local	Match	2022			\$ 44,161			\$ 44,161
Local	Match	2023					\$ 248,426	\$ 248,426
Other	OTH0	2023					\$ 907,940	\$ 907,940
								\$ -
								\$ -
Note: Other fund type code represents local overmatch contributed to the project							Local Total	\$ 1,364,847
Phase Totals Before Amend:			\$ -	\$ 1,068,000	\$ 430,000	\$ -	\$ 3,326,890	\$ 4,824,890
Phase Totals After Amend:			\$ -	\$ 1,600,000	\$ 430,000	\$ -	\$ 3,326,890	\$ 5,356,890
Year Of Expenditure (YOE):								\$ 5,356,890

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). Note: North Dakota St is currently a 2 lane arterial (1 lane in each direction) over Fanno Creek. There is no capacity change as part of the bridge replacement.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification adds \$532,00 to PE to address PE consultant costs for the project. The total project cost increases to \$5,356,890 which equals a 11% cost change and is less than the 20% threshold. There is no change to the project scope.

References and Additional Notes:

> Admin Mod Eligible:

> 2018 RTP ID: 11996 - Fanno Creek Bridges Upgrades

> RTP Description: Existing old bridges have deteriorated and are nearing end-of-life. Replace with new bridges meeting current standards including sidewalks and bike lanes.

> Modeling network: None

> Model Type: N/A

> NHS: No

> TCM Project: No

> On CMP: No

> Performance Measurements Apply: Yes - subcategory = Bridge & safety

> 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 February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



Project Summary (#6)

ODOT Key:	20329	MTIP ID: 70882
Project Type:	Existing	Completion Date: 9/1/2024
Name:	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	
Lead Agency:	West Linn	
Description:	Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.	
Amending:	PHASE SLOP Slip Utility Relocation/Other phase from FY 2021 to FY 2022	

Project Details

- No changes

Administrative Amendment
Justification

Cost increases below 20% are allowable
as administrative modifications

Project Funding

Preliminary Engineering (PE) Phase:

- No changes.
- Total PE phase programming amount remains at \$1,568,203

Right of Way (ROW) Phase:

- No changes
- Total ROW phase programming remains unchanged at \$439,779

Other/Utility Relocation (UR) Phase:

- DELETE federal CMAQ fund type code (Z400) **FY 2021** Other/UR phase cost of \$67,010
- DELETE Local fund type code (match to CMAQ) **FY 2021** Other/UR phase cost of \$7,670
- DELETE local Other fund type code (overmatch) **FY 2021** Other/UR phase cost of \$25,320
- ADD federal CMAQ fund type code (Z400) **FY 2022** Other/UR phase cost of \$67,010
- ADD Local fund type code (match to CMAQ) **FY 2022** Other/UR phase cost of \$7,670
- ADD local Other fund type code (overmatch) **FY 2022** Other/UR phase cost of \$25,320
- Total Other/UR phase programming amount remains unchanged at \$100,000

Construction Phase:

- No changes
- Total Construction phase programming remains unchanged at \$4,010,221
- Total project programming remains unchanged at \$6,118,203

Funding Change Details

Amendment submission items:

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

The admin mod slips the Utility Relocation/Other phase from FY 2021 to FY 2022. The phase was identified to slip as part of the December slip amendment. However, for unknown reasons, the slip did not occur. The phase slip results from the need to match the utility work with the construction phase in timing and implementation.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro February 2021 Administrative Modification Bundle #1

Modification Number: **AB21-09-FEB1** Resolution: N/A

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

Project Narratives



MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Phase clips that remain in a constrained year which do not impact the scope or project cost can be completed as Administrative Modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - Located on the Metro roadway network: **No.**
 - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes**
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
 - **In Current RTP: Yes.** Project ID – 10127 - OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park
 - **RTP Description:** Improve roadway with widening, turn lanes, street trees, signal interconnections, cycle tracks, and sidewalks.
 - **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): Yes.**
- **Capacity Enhancing Project: No:** The project is not a capacity enhancing project and is considered exempt under 40 CFR 93.127, Table 2 – Other - Pedestrian and Bicycle Facilities + 40 CFR 03.127, Table 3 - Intersection Signalization Projects at Individual Locations
- **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

2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

Administrative Modification
PHASE SLIP
Slip Utility Relocation/Other phase
from FY 2021 to FY 2022

Lead Agency: West Linn		Project Type: Safety		ODOT Key: 20329
Project Name: OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	6	ODOT Type BikePed		MTIP ID: 70882
		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 9/1/2024
		Performance Meas: Yes		RTP ID: 10127
Short Description: Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd.		On State Hwy Sys: OR43		RFFA ID: 50285
		Mile Post Begin: 8.43		RFFA Cycle: 2019-21
		Mile Post End: 8.90		UPWP: No
		Length: 0.47		UPWP Cycle: N/A
		1st Year Program'd: 2020		Past Amend: 4
		Years Active: 1		OTC Approval: No
		STIP Amend#: 21-24-0383		MTIP Amend#: AB21-09-FEB1
Detailed Description: Construct a new cycle track and sidewalk along OR-43 from Cedar Oaks to Hidden Springs Rd. Install a new traffic signal at OR43 and Hidden Springs Rd connecting to the new extension of Old River Rd to be constructed by the City of West Linn at OR43 and Marylhurst Drive. (RFFA 2019-21 award cycle)				
STIP Description: Construct a new cycle track and sidewalk along OR43 from Hidden Springs to Cedar Oak Drive. Install a new traffic signal at OR43 and Hidden Springs (connecting to the new extension of Old River Road to be constructed by the City of West Linn) and at OR43 and Marylhurst. These improvements will provide a safe and critical link for bicycle riders and pedestrians along this section of roadway.				

LAST Amendment or Admin Mod: Administrative - November 2020, The Admin Mod reprograms the construction phase from FY 2021 to FY 2022. Completion of PS&E slower than anticipated. Considering that ROW acquisition will take at least a full year, construction phase will not obligate until spring of FY 2022. Also, the PE phase federal funds are corrected to reflect the actual funding obligation amounts. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
CMAQ	Z400	2018		\$ 245,549				\$ 245,549
TAP-U	Z301	2018		\$ 805,304				\$ 805,304
TA-STATE	Z300	2021			\$ 294,696			\$ 294,696
CMAQ	Z400	2021				\$ 67,010		\$ -
CMAQ	Z400	2022				\$ 67,010		\$ 67,010
CMAQ	Z400	2022					\$ 2,687,441	\$ 2,687,441
Note:							Federal Totals:	\$ 4,100,000
Fund Obligations Amount:				\$ 1,050,853				Federal Aid ID
EA Number:				PE002950				S003(016)
Initial Obligation Date:				4/19/2018				
Known Expenditures:				\$ 441,744				
EA End Date:				1/31/2023				
State Funds								
							\$	-
							State Total:	#REF!
Local Funds								
Local	Match	2018		\$ 28,104				\$ 28,104
Local	Match	2018		\$ 92,171				\$ 92,171
Other	OTH0	2018		\$ 397,075				\$ 397,075
Local	Match	2021			\$ 33,729			\$ 33,729
Other	OTH0	2021			\$ 111,354			\$ 111,354
Local	Match	2021				\$ 7,670		\$ -
Other	OTH0	2021				\$ 25,320		\$ -
Local	Match	2022				\$ 7,670		\$ 7,670
Other	OTH0	2022				\$ 25,320		\$ 25,320
Local	Z400	2022					\$ 307,590	\$ 307,590
Other	OTH0	2022					\$ 1,015,190	\$ 1,015,190
							Local Total	\$ 2,018,203
Phase Totals Before Amend:			\$ -	\$ 1,568,203	\$ 439,779	\$ 100,000	\$ 4,010,221	\$ 6,118,203
Phase Totals After Amend:			\$ -	\$ 1,568,203	\$ 439,779	\$ 100,000	\$ 4,010,221	\$ 6,118,203
Year Of Expenditure (YOE):								\$ 6,118,203

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Other - Pedestrian and Bicycle Facilities + 40 CFR 03.127, Table 3 - Intersection Signalization Projects at Individual Locations

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification slips the Utility Relocation/Other phase from FY 2021 to FY 2022

References and Additional Notes:

- > Admin Mod Eligible: Phase slips that remain in constrained years and do not result in scope or cost changes can occur as an administrative modification.
- > 2018 RTP ID: 10127 - OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park
- > RTP Description: .Improve roadway with widening, turn lanes, street trees, signal interconnections, cycle tracks, and sidewalks.
- > Modeling network: Pedestrian
- > Model Type: Pedestrian
- > NHS: Yes
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Safety
- > 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