



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 12, 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: April FY 2021 Administrative Modification Bundle #2 AB21-13-APR2 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 April FY 2021 Administrative Modification, Bundle #2 to the 2021-24 MTIP is under Metro amendment number AB21-13-APR2. Two projects comprise the modification bundle as shown below:

Key 20339	West Linn	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)
Key 21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits

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 April #2 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 April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2** Resolution: N/A

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

Project Narratives



Proposed April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2**

Total Number of Projects: 2

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 20339	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.	<u>COST INCREASE:</u> The Administrative Modification increases the PE, ROW, a Construction phases while decreasing the Other/UR phase. Additional local funds have been committed to address the cost increase. The total pro cost increases by \$920,000 which equals a 15.04 percent increase, but is less than the 20% threshold
Project #2 Key 21178	ODOT	US26 (Powell Blvd): SE 99th - East City Limits	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	<u>PHASE FUNS SHIFT:</u> Shift \$1 million from Construction to PE. Update ROW obligations as well.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2** Resolution: N/A

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

Project Narratives



Project Summary (#1)

ODOT Key:	20339	MTIP ID: 70882
Project Type:	Existing	Completion Date: 6/30/2023
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:	<u>COST INCREASE:</u> Phase cost increases to PE, ROW, and Construction are occurring and total \$9,200 and equal a 15% increase to the project.	

Project Details

- None

Administrative Amendment Justification

Cost changes for projects that cost \$1 million and greater can occur as an administrative modification if the change is less than 20%

Project Funding

Preliminary Engineering (PE) Phase

- INCREASE local Other fund type code (OTH0) FY 2018 PE Phase cost from \$397,075 to \$987,075
- Total PE programming amount increases from \$1,568,203 to \$2,158,203

Right-of-Way (ROW) Phase:

- INCREASE local Other fund type code (OTH0) FY 2021 ROW phase cost from \$111,354 to \$386,354
- Total ROW phase programming amount increases from \$439,739 to \$714,739

Other/UR Phase:

- DECREASE federal CMAQ fund type code (Z400) FY 2022 Other phase cost from \$67,010 to \$44,865
- DECREASE Local fund type code (match to CMAQ) FY 2022 Other phase cost from \$7,670 to \$5,135
- DELETE local Other fund type code (OTH0) FY 2022 Other phase cost of \$25,320
- Total Other/UR phase programming amount decreases from \$100,000 to \$50,000

Construction Phase:

- INCREASE federal CMAQ fund type code (Z400) FY 2022 Construction phase cost from \$2,687,441 to \$2,709,586
- INCREASE Local fund type code (match to CMAQ) FY 2022 Construction phase cost from \$307,590 to \$310,124

Funding Change Details

Amendment submission items:

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

The Administrative Modification increases the PE, ROW, and Construction phases while decreasing the Other/UR phase. Additional local funds have been committed to address the cost increase. The total pro cost increases by \$920,000 which equals a 15.04 percent increase, but is less than the 20% threshold. Adding funding to the PE, ROW and CN phases to fully cover those phases. The UR phase is being reduced by \$50k, and that funding should go towards the CN phase. West Linn will contribute the following funds: \$590k to PE, \$275k to ROW, and \$55k to CN.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2** Resolution: N/A

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

Project Narratives



- INCREASE local Other fund type code (OTH0) FY 2022 Construction phase cost from \$1,015,190 to \$1,095,511
- Total Construction phase programming increases from \$4,010,221 to \$4,115,221
- Total project programming increases from \$6,118,203 to \$7,038,203

MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Cost changes for \$1 million or greater project costs can occur as administrative modifications if the cost change is less than 20%.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - 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 – 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: Yes:** The project is not exempt and is a capacity enhancing project. It has completed the required air conformity analysis in the current RTP reflecting the capacity improvement.
- **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
Update PE, ROW, and Cons phase
costs

Lead Agency: West Linn		Project Type: Safety		ODOT Key: 20329
Project Name: OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	1	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: 5
		Years Active: 1		OTC Approval: No
		STIP Amend#: 21-24-0645		MTIP Amend#: AB21-13-APR2
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	2022				\$ 67,010		\$ -
CMAQ	Z400	2022				\$ 44,865		\$ 44,865
CMAQ	Z400	2022					\$ 2,687,441	\$ -
CMAQ	Z400	2022					\$ 2,709,586	\$ 2,709,586
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:	\$ -

Local Funds								
Local	Match	2018		\$ 28,104				\$ 28,104
Local	Match	2018		\$ 92,171				\$ 92,171
Other	OTH0	2018		\$ 397,075				\$ -
Other	OTH0	2018		\$ 987,075				\$ 987,075
Local	Match	2021			\$ 33,729			\$ 33,729
Other	OTH0	2021			\$ 111,354			\$ -
Other	OTH0	2021			\$ 386,354			\$ 386,354
Local	Match	2022				\$ 7,670		\$ -
Local	Math	2022				\$ 5,135		\$ 5,135
Other	OTH0	2022				\$ 25,320		\$ -
Local	Match	2022					\$ 307,590	\$ -
Local	Match	2022					\$ 310,124	\$ 310,124
Other	OTH0	2022					\$ 1,015,190	\$ -
Other	OTH0	2022					\$ 1,095,511	\$ 1,095,511
							Local Total	\$ 2,938,203
Phase Totals Before Amend:			\$ -	\$ 1,568,203	\$ 439,779	\$ 100,000	\$ 4,010,221	\$ 6,118,203
Phase Totals After Amend:			\$ -	\$ 2,158,203	\$ 714,779	\$ 50,000	\$ 4,115,221	\$ 7,038,203
Year Of Expenditure (YOE):								\$ 7,038,203

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 increases the PE, ROW, and Construction phases while decreasing the Other/UR phase. Additional local funds have been committed to address the cost increase. The total pro cost increases by \$920,000 which equals a 15.04 percent increase, but is less than the 20% threshold. Adding funding to the PE, ROW and CN phases to fully cover those phases. The UR phase is being reduced by \$50k, and that funding should go towards the CN phase. West Linn will contribute the following funds: \$590k to PE, \$275k to ROW, and \$55k to CN. There is an IGA in place that states West Linn is responsible for any funding needed that exceeds the current STIP allocation. The amount needed and decision was communicated with West Linn, and an email from West Linn documents their concurrence to move forward with the current scope and West Linn providing the additional funding as indicated here. Email concurrence from West Linn received 3/9/21.

References and Additional Notes:

- > Admin Mod Eligible: Cost increases for \$1 million and greater costing projects that do not result in scope or cost changes can occur as an administrative modification if the cost change is less than 20%
- > 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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2** Resolution: N/A

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

Project Narratives



Project Summary (#2)

ODOT Key:	21178	MTIP ID: 71033
Project Type:	Existing	Completion Date: 12/31/2023
Name:	US26 (Powell Blvd): SE 99th - East City Limits	
Lead Agency:	ODOT	
Description:	On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	
Amending:	<u>PHASE FUND SWAP</u> Shift \$1 million from construction to PE. Update ROW phase obligations as well.	

Project Details

- None

Administrative Amendment
Justification
as an administrative modification

Project Funding

Preliminary Engineering (PE):

- INCREASE federal AC-HB2017 fund type code (ACP0) FY 2018 PE phase cost from \$11,664,900 to \$12,562,200
- INCREASE State fund type code (match to AC-HSIP) FY 2018 PE phase cost from \$1,335,100 to \$1,437,800
- Total PE phase programmed amount increases from \$13,000,000 to \$14,000,000

Right-of-Way (ROW) Phase:

- DECREASE federal AC-HB2017 fund type code (ACP0) FY 2020 ROW phase cost from \$24,506,440 to \$21,571,092
- DECREASE State fund type code (match to AC-HB2017) FY 2020 ROW phase cost from \$2,793,440 to \$2,468,908
- ADD Other State fund type code (S010) FY 2020 ROW phase cost of \$814,000
- Total ROW phase cost decreases from \$27,200,000 to \$24,854,000

Construction Phase:

- DECREASE federal AC-HB2017 fund type code (ACP0) FY 2022 Construction phase from \$55,453,140 to \$54,555,840
- DECREASE State fund type code (match to AC-HB2017) FY 2022 Construction phase cost from \$6,346,860 to \$6,244,160
- Total Construction phase programming decreases from \$61,800,000 to \$60,800,000
- Total project programming remains decreases from \$105,000,000 to \$102,654,000

Funding Change Details

Amendment submission items:

- ✓ Email request for amendment
- ✓ Completed STIP Summary Sheet
- ✓ Completed STIP Impacts Worksheet
- ✓ Construction phase cost update
- ✓ MTIP Worksheet

The Administrative Modification shifts \$1 million from Construction back to PE. ROW obligations are updated. As a result the project slightly decreases by \$2,346,000 which equals a 2.23% cost change. There is no scope change as a result. AN updated construction phase cost estimate was provided validating the shift could occur with construction phase backfill. The reason for the PE increase is to address a water line design component. Working with the Portland Water Bureau, the most efficient way move forward with the waterline design is to wrap it into the ODOT design contract.



MTIP Review & Certification Details

- **Administrative Modification Authorized: Yes.** Phase swaps with minor cost changes below 20% can occur as administrative modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
 - Includes federal transportation funds: **Yes**
 - 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 – 11742 - Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2
 - **RTP Description:** Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bike lanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.
 - **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: Yes:** The project is not exempt per 40 CFR 93.126, Table 2. It has completed its required air conformity analysis and is identified in the RTP under project ID 11742.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #4 – Reliability and Efficiency
 - **Objective 4.1** Regional Mobility
 - **Description:** Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.
- **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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

Metro April 2021 Administrative Modification Bundle #2

Modification Number: **AB21-13-APR2** Resolution: N/A

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

Project Narratives



				Subtotal	\$	1,146,420	\$	581,248	\$	1,695,820	\$	3,523,480
1000 - RIGHT OF WAY DEVELOPMENT AND CONTROL												
	ROW DEVELOPMENT	LS	1.0%	ALL	\$	120,184	ALL	\$	65,753	ALL	\$	338,250
	PLANTINGS (Part of Landscaping Contract)	LS	1.5%	ALL	\$	180,276	ALL	\$	98,629	ALL	\$	507,383
				Subtotal	\$	300,460	\$	164,382	\$	380,788	\$	845,633
SUBTOTAL FOR CONSTRUCTION												
	ANTICIPATED ITEMS (Signal Controllers, Public Outreach, COP Forester, AC Bonus, Scheduling Consultant, As Needed Drywells, and any UST Removal not in the HDR contract)	LS	-	ALL	\$	350,000	ALL	\$	275,000	ALL	\$	1,125,000
	CARBON CAP TAX	LS	-	ALL	\$	27,634	ALL	\$	20,790	ALL	\$	74,697
	ADDITIONAL FOR PBOT SIGNAL INSPECTION (Ancillary ODOT borne)	EA	\$ 16,987	2	\$	33,333	2	\$	33,333	2	\$	100,000
	CONTINGENCIES	LS	30.0%	ALL	\$	3,605,514	ALL	\$	1,972,581	ALL	\$	10,147,670
SUBTOTAL FOR CONSTRUCTION & CONTINGENCIES												
	ENGINEERING DESIGN (Under the Contract with HDR)	LS	-	ALL	\$	4,588,007	ALL	\$	2,333,371	ALL	\$	12,086,250
	ENGINEERING DESIGN (ODOT Internal)	LS	-	ALL	\$	703,637	ALL	\$	939,172	ALL	\$	2,000,000
	CONSTRUCTION ENGINEERING (incl Design Support During Construction)	LS	18.0%	ALL	\$	2,163,300	ALL	\$	1,183,549	ALL	\$	6,088,602
	AGENCY-FURNISHED MATERIALS (ATC controllers, communications equipment)	LS	-	ALL	\$	16,900	ALL	\$	14,450	ALL	\$	50,700
	UTILITY RELOCATIONS (Reimbursable Portion Only) (PWB, PGE Aerial Within Existing Utility Easements and PGE Service Connections)	LS	-	ALL	\$	3,879,350	ALL	\$	1,779,408	ALL	\$	7,277,720
	RIGHT OF WAY (Including Administration, Acquisition & Demo)	LS	-	ALL	\$	6,469,214	ALL	\$	4,830,108	ALL	\$	25,019,000
INFLATION ADJUSTED TOTAL BY PHASE - 2024 MID-YEAR OF EXPENDITURE (YOE)												
			3.2%	PER YEAR	\$	39,833,965	\$	21,532,567	\$	44,251,823		
INFLATION ADJUSTED TOTAL FOR NEW PHASES - 2024 MID-YEAR OF EXPENDITURE (YOE)												
												\$ 105,618,355
												PE (STIP is \$13M) = \$ 14,086,250
												UR (STIP is \$3M) = \$ 8,254,944
												ROW (STIP is \$27.2M) = \$ 25,019,000
												CN (STIP is \$61.8M) = \$ 58,258,161
												STIP breakout total check 105,618,355



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

Administrative Modification
PHASE FUND SWAP
Shift Cons funding to PE

Lead Agency: ODOT		2	Project Type:	Capital	ODOT Key: 21178	MTIP ID: 71033	Status: 5	Comp Date 12/31/2023		
Project Name: US26 (Powell Blvd): SE 99th - East City Limits			ODOT Type	Modern						
			Capacity Enhancing:	No						
			Conformity Exempt:	Yes						
			Performance Meas:	Yes						
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.			On State Hwy Sys:	US26					RTP ID:	11742
			Mile Post Begin:	6.03					RFFA ID:	N/A
Short Description: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.			Mile Post End:	9.96					RFFA Cycle:	N/A
			Length:	3.93					UPWP:	No
			1st Year Program'd:	2018					UPWP Cycle:	N/A
		Years Active:	4	Past Amend:	3					
		STIP Amend#: 21-24-0380	OTC Approval:	No						
				MTIP Amend#: AB21-13-APR2						
Detailed Description: On US26 (Powell Blvd) in SE Portland, widen from three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 122th Ave to SE 136th Ave which is in Key 19690 . (HB2017 awarded project,										
STIP Description: Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility and to add enhanced pedestrian and bike crossings. This project is intended to provide a safer continuous travel facility for multiple modes of travel and allow for a more connected neighborhood.										

LAST Amendment or Admin Mod: Administrative - December 2020 - AB21-05-DEC2, Reprogram UR 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	ACP0	2018		\$ 11,664,900				\$ -
AC-HB2017	ACP0	2018		\$ 12,562,200				\$ 12,562,200
AC-HB2017	ACP0	2020			\$ 24,406,560			\$ -
AC-HB2017	ACP0	2020			\$ 21,571,092			\$ 21,571,092
AC-HB2017	ACP0	2022				\$ 2,691,900		\$ 2,691,900
AC-HB2017	ACP0	2022					\$ 55,453,140	\$ -
AC-HB2017	ACP0	2022					\$ 54,555,840	\$ 54,555,840
								\$ -
Note:							Federal Totals:	\$ 91,381,032
Fund Obligations Amount:				\$ 12,562,200	\$ 21,571,092			Federal Aid ID
EA Number:				PE002980	R9549000			
Initial Obligation Date:				7/27/2018	7/2/2020			
Known Expenditures:				\$ 3,982,660	\$ 184,799			
EA End Date:				10/31/2024	12/31/2023			
State Funds								
State	Match	2018		\$ 1,335,100				\$ -
State	Match	2018		\$ 1,437,800				\$ 1,437,800
State	Match	2020			\$ 2,793,440			\$ -
State	Match	2020			\$ 2,468,908			\$ 2,468,908
Other State	S010	2020			\$ 814,000			\$ 814,000
State	Match	2022				\$ 308,100		\$ 308,100
State	Match	2022					\$ 6,346,860	\$ -
State	Match	2022					\$ 6,244,160	\$ 6,244,160
							State Total:	\$ 11,272,968
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 13,000,000	\$ 27,200,000	\$ 3,000,000	\$ 61,800,000	\$ 105,000,000
Phase Totals After Amend:			\$ -	\$ 14,000,000	\$ 24,854,000	\$ 3,000,000	\$ 60,800,000	\$ 102,654,000
Year Of Expenditure (YOE):								\$ 102,654,000

Notes and Changes

> Exempt Status: Not exempt. Capacity improvement. Required air quality analysis completed. The project is modeled in the approved 2018 RTP under ID 11742.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification shifts \$1 million from Construction back to PE. ROW obligations are updated. As a result the project slightly decreases by \$2,346,000 which equals a 2.23% cost change. There is no scope change as a result. AN updated construction phase cost estimate was provided validating the shift could occur with construction phase backfill. The reason for the PE increase is to address a water line design component. Working with the Portland Water Bureau, the most efficient way move forward with the waterline design is to wrap it into the ODOT design contract. The cost of the waterline design will be split with PWB based on the percent of non-reimbursable work.

References and Additional Notes:

- > Admin Mod Eligible: The funds swap shifts \$1 million from Construction to PE. ROW phase is also updated for obligations.
- > 2018 RTP ID: 11742 - Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2
- > RTP Description: Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bike lanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.
- > Modeling network: Motor Vehicle plus pedestrian networks
- > Model Type: Modeled. Powell Blvd is modeled as a Major Arterial
- > NHS: Yes, MAP-21 Principal Arterials
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Safety
- > RTP Goal(s): Goal 4 - Reliability and Efficiency
- > RTP Goal Description: Objective 4.1 Regional Mobility – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A