



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: June 16, 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: June FY 2021 Administrative Modification Bundle #1 AB21-16-JUN1 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 June FY 2021 Administrative Modification, Bundle #1 to the 2021-24 MTIP is under Metro amendment number AB21-16-JUN1. Six projects comprise the modification bundle as shown below:

- Key 21628 – Lighting and Rectangular Rapid Flash Beacons (Gresham)
- Key 21495 – OR212/224 Arterial Corridor Management
- Key 20486 – I-5 over 26th Avenue Bridge
- Key 21496 – NE Airport Way Arterial Corridor Management
- Key 21615 – Washington County Safety, Bike and Pedestrian Improvements
- Key 20329 – 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](mailto:ken.lobeck@oregonmetro.gov).

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

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Proposed June 2021 Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1**

Total Number of Projects: 6

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key <b>21628</b>	Gresham	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians	<b>FUND SWAP:</b> The Administrative Modification converts the federal HSIP funds to an approved State Funded Local Programs (SFLP) funded project. All SFLP funds are shown in the Construction phase.
Project #2 Key <b>21495</b>	ODOT	OR212/224 Arterial Corridor Management	The project will implement a variety of treatments to improve safety, mobility, and reliability along the congested industrial OR212/224 corridor in Clackamas County (ATCMTD child)	<b>PHASE SLIP:</b> Slip the Construction and Other phases from FFY 2021 to FFY 2022 due to lack of resources which has delayed the project schedule
Project #3 Key <b>20486</b>	ODOT	I-5 over 26th Avenue Bridge	Replace the bridge to ensure connectivity. Complete a Value Engineering study, which will evaluate the functions of the project with the objective of enhancing the total project value.	<b>PHASE SLIP:</b> Slip the ROW and Construction phase from FFY 2021 to FFY 2022
Project #4 Key <b>21496</b>	Portland	NE Airport Way Arterial Corridor Management	ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway including update signal collectors, CCTV cameras, fiber communication, etc.	<b>PHASE SLIP:</b> Slip the Construction phase from FFY 2021 to FFY 2022 and shift \$150k from the construction phase to PE to address a phase funding shortfall.
Project #5 Key <b>21615</b>	ODOT	Washington County Safety, Bike and Pedestrian Improvements	Upgrade street lighting, signals, signs, striping, install stop approach activated warning system, install bike lanes and flashing lights to increase safety at various locations.	<b>FUND SHIFT:</b> Shift \$270,000 from the Construction phase to PE to address design costs. No Construction phase backfill required
Project #6 Key <b>20329</b>	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.	<b>FUND SHIFTS AND PHASE SLIPS:</b> Shift Construction funding back to PE and ROW to address phase funding shortfalls. Slip ROW to FY 2022 plus Construction and UR to FY 2023. The total project cost remains unchanged at \$7,038,203.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#1)**

ODOT Key:	<b>21628</b>	MTIP ID: 71182
Project Type:	Existing	Completion Date: 6/30/2023
Name:	<b>Lighting and Rectangular Rapid Flash Beacons (Gresham)</b>	
Lead Agency:	<b>Gresham</b>	
Description:	Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians	
Amending:	<b>FUND SWAP</b> The HSIP funds are converted to approved SFLP state funds	

**Project Details**

- No changes

**Administrative Amendment Justification**

Fund swaps with no new funds or scope changes can occur as an administrative modification

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- DELETE federal HSIP fund type code (ZS30) FY 2021  
PE phase cost of \$62,095
- DELETE Local fund type code (match to HSIP) FY 2021  
PE phase cost of \$5,329
- Total PE programming amount decreases from \$67,334 to \$0

**Right-of-Way (ROW) Phase:**

- DELETE federal HSIP fund type code (ZS30) FY 2022  
ROW phase cost of \$5,821
- DELETE Local fund type code (match to HSIP) FY 2022  
ROW phase cost of \$491
- Total ROW phase programming amount decreases from \$6,312 to \$0

**Construction Phase:**

- DELETE federal HSIP fund type code (ZS30) FY 2023  
Construction phase cost of \$511,070
- DELETE Local fund type code (match to HSIP) FY 2023  
Construction phase cost of \$43,116
- ADD State SFLP fund type code (S060) FY 2021  
Construction phase cost of \$578,987
- ADD Local fund type code (match to SFLP) FY 2021  
Construction phase cost of \$48,846
- Total Construction phase programming increases from \$554,186 to \$627,833
- Total project programming amount remains unchanged at \$627,833

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Project SFLP IGA
- ✓ MTIP Worksheet

The administrative modification swaps the federal HSIP funds for approved SFLP state funds. There is no scope change or added funds for the project

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Fund swaps where no additional funds or scope change results can occur as an administrative modification
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network Assumed yes
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is assumed located on the Metro Pedestrian 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: No**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS):** Assumed yes
- **Capacity Enhancing Project: No:** The project is exempt under 40 CFR 93.126, Table 2 - Highway Safety Improvement Program implementation
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
  - **Objective 5.1** Transportation Safety
  - **Description:** Eliminate fatal and severe injury crashes for all modes of travel
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification



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

**Administrative Modification**  
**FUND SWAP**  
SWAP HSIP for SFLP

<b>Lead Agency:</b> Gresham		Project Type:	Safety		<b>ODOT Key:</b>	<b>21628</b>
<b>Project Name:</b> Lighting and Rectangular Rapid Flash Beacons (Gresham)	1	ODOT Type	Safety		<b>MTIP ID:</b>	<b>71182</b>
		Capacity Enhancing:	No		<b>Status:</b>	<b>2</b>
		Conformity Exempt:	Yes		<b>Comp Date</b>	<b>12/31/2023</b>
		Performance Meas:	Safety		RTP ID:	12095
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		On State Hwy Sys:	No		RFFA ID:	N/A
<b>Short Description:</b> Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend#: 21-24-0860		MTIP Amend#: AB21-16-JUN1		
<b>Detailed Description:</b> Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians						
<b>STIP Description:</b> Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians.						
LAST Amendment or Admin Mod: None. First amendment to the project.						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
HSIP	ZS30	2021		<del>\$ 62,095</del>				\$ -
HSIP	ZS30	2022			<del>\$ 5,821</del>			\$ -
HSIP	ZS30	2023					<del>\$ 511,070</del>	\$ -
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Fund Obligations Amount:</b>				\$ -	\$ -			Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Known Expenditures:</b>				\$ -	\$ -			
<b>EA End Date:</b>								
<b>State Funds</b>								
SFLP	S060	2021					\$ 578,987	\$ 578,987
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ 578,987</b>
<b>Local Funds</b>								
Local	Match	2021		<del>\$ 5,239</del>				\$ -
Local	Match	2021					\$ 48,846	\$ 48,846
Local	Match	2022			<del>\$ 491</del>			\$ -
Local	Match	2023					<del>\$ 43,116</del>	\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 48,846</b>
Phase Totals Before Amend:			\$ -	<del>\$ 67,334</del>	<del>\$ 6,312</del>	\$ -	<del>\$ 554,186</del>	\$ 627,832
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 627,833	\$ 627,833
Year Of Expenditure (YOE):								\$ 627,833

**Notes and Changes**

> Exempt Status: Exempt project under 40 CFR 93.126, Table 2 - Highway Safety Improvement Program.

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

The Administrative Modification converts the federal HSIP funds to an approved State Funded Local Programs (SFLP) funded project. All SFLP funds are shown in the Construction phase.

**References and Additional Notes:**

- > Admin Mod Eligible: Fund swaps among existing project phases without cost changes or scope changes can occur as an administrative modification.
- > 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: /A
- > Model Type: N/A
- > NHS: N/A
- > TCM Project: No
- > On CMP: N/A
- > 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 June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#2)**

ODOT Key:	<b>21495</b>	MTIP ID: 71075
Project Type:	Existing	Completion Date: 9/30/2022
Name:	<b>OR212/224 Arterial Corridor Management</b>	
Lead Agency:	<b>ODOT</b>	
Description:	The project will implement a variety of treatments to improve safety, mobility, and reliability along the congested industrial OR212/224 corridor in Clackamas County (ATCMTD child)	
Amending:	<b>PHASE SLIP:</b> Slipping the Construction and Other phase from FFY 2021 to FFY 2022	

**Project Details**

- None.

Administrative Amendment

Justification

Phase slips that remain in constrained years can occur as administrative modifications

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- No changes
- Total PE programming amount remains unchanged at \$300,000

**Construction Phase:**

- DELETE federal ATCMTD fund type code (Z44A) **FY 2021** Construction phase cost of \$2,425,000
- ADD federal ATCMTD fund type code (Z44A) **FY 2022** Construction phase cost of \$2,425,000
- Total Construction phase programming remains unchanged at \$2,425,000

**Other (ITS Post Construction Test System Eval) Phase:**

- DELETE federal ATCMTD fund type code (Z44A) **FY 2021** Other phase cost of \$75,000
- ADD federal ATCMTD fund type code (Z44A) **FY 2022** Other phase cost of \$75,000
- Total Other phase cost remains unchanged at \$75,000
- Total project programming amount remains unchanged at \$2,800,00

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ MTIP Worksheet

The Admin Mod slips the Construction and Other phase from FFY 2021 to FFY 2022. Key 21495 is one of several child ITS projects to a main ODOT ITS federal grant project. Resource allocation has been strained in completing this and the other ATC projects resulting in a schedule delay. As a result the two phases will not be ready to obligate their ATC federal funds until FY 2022.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Phase slips within existing constrained years in the MTIP that do not result in a scope change or cost change can occur via an administrative modification.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**



2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



- Located on the Metro roadway network: **Yes** – Yes OR 213/224 is defined as Throughway in the Metro Vehicle network
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – The 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 – 11104 - Regional TSMO Program Investments for 2018-2027
  - **RTP Description:** Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
  - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: No**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS): Yes** – “Other NHS Routes”
- **Capacity Enhancing Project: No:** The project is exempt under 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #4 – Reliability and Efficiency
  - **Objective 4.2 - Travel Management**
  - **Description.** Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification



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

**Administrative Modification**  
**PHASE SLIP**  
Slip Cons and Other to FY 022

<b>Lead Agency:</b> ODOT		Project Type:	TSMO-ITS		<b>ODOT Key:</b>	<b>21495</b>
<b>Project Name:</b> OR212/224 Arterial Corridor Management	2	ODOT Type	OP-ITS		<b>MTIP ID:</b>	<b>71075</b>
		Capacity Enhancing:	No		<b>Status:</b>	<b>4</b>
		Conformity Exempt:	Yes		<b>Comp Date</b>	<b>9/30/2023</b>
		Performance Meas:	ITS		RTP ID:	11104
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	OR224	On State Hwy Sys:	OR212		RFFA ID:	N/A
<b>Short Description:</b> The project will implement a variety of treatments to improve safety, mobility, and reliability along the congested industrial OR212/224 corridor in Clackamas County (ATCMTD child)	3.12	Mile Post Begin:	0.00		RFFA Cycle:	N/A
	8.16	Mile Post End:	0.08		UPWP:	No
	5.04	Length:	0.08		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	2		OTC Approval:	No
		STIP Amend#: 21-24-0808			MTIP Amend#: AB21-16-JUN1	
<b>Detailed Description:</b> On OR 212/224, the project components primarily include modifications and additions to existing signalized intersections which include: (1) Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC), (2) Enhanced mainline radar detection, (3) Advance radar detection for improved freight operation, (4) Battery back-up systems at select intersections to keep signal operational during power outages, (5), Improved communication to traffic signals within the project corridor.						
<b>STIP Description:</b> Implement a variety of treatments including upgrading traffic signal controllers and enhanced radar detection to improve safety, mobility and reliability along the congested industrial OR212/224 corridor.						
LAST Amendment or Admin Mod: None: First amendment to project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS Sys Test)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020		\$ 300,000				\$ 300,000
<del>ATCMTD</del>	<del>Z44A</del>	<del>2021</del>		-		<del>\$ 2,425,000</del>		
ATCMTD	Z44A	2022				\$ 2,425,000		\$ 2,425,000
<del>ATCMTD</del>	<del>Z44A</del>	<del>2021</del>					<del>\$ 75,000</del>	
ATCMTD	Z44A	2022					\$ 75,000	\$ 75,000
								\$ -
Note: ATCMTD funds are 100% federal as this project is a child project to main ATC grant awarded project which contains the match.							<b>Federal Totals:</b>	<b>\$ 2,800,000</b>
<b>Fund Obligations Amount:</b>				\$ 300,000				Federal Aid ID
<b>EA Number:</b>				PE003171				S171(049)
<b>Initial Obligation Date:</b>				12/30/2019				
<b>Known Expenditures:</b>				N/A	\$ -			
<b>EA End Date:</b>				N/A				
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
							\$	-
							\$	-
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 300,000	\$ -	\$ 2,425,000	\$ 75,000	\$ 2,800,000
Phase Totals After Amend:			\$ -	\$ 300,000	\$ -	\$ 2,425,000	\$ 75,000	\$ 2,800,000
Year Of Expenditure (YOE):								\$ 2,800,000

**Notes and Changes**

> Exempt Status: The project is an non-capacity enhancing, exempt project per 40 CFR 93.126, Table 2 Safety - Traffic control devices and operating assistance other than signalization projects.

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

The Administrative Modification slips the Construction and Other phases from FFY 2021 to FFY 2022. ODOT has struggle in obtaining necessary resources to start the project which now delays the Construction phase until FFY 2022. There is no change in scope or project cost.

**References and Additional Notes:**

- > Admin Mod Eligible: Phase slips within constrained years are authorized to be completed as an administrative modification.
- > 2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Modeling network: Not a modeled project.
- > Model Type: Not modeled, but located on a designated "Throughway" in the Metro Motor Vehicle Network
- > NHS: yes - Other NHS Routes
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Safety & ITS
- > RTP Goal(s): Goal 4 - Reliability and Efficiency
- > RTP Goal Description: Objective 4.2 - Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A
- > Added Remarks: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#3)**

ODOT Key:	<b>20486</b>	MTIP ID: 70977
Project Type:	Existing	Completion Date: 12/30/2023
Name:	<b>I-5 over 26th Avenue Bridge</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Replace the bridge to ensure connectivity. Complete a Value Engineering study, which will evaluate the functions of the project with the objective of enhancing the total project value.	
Amending:	<b>PHASE SLIP:</b> Slip ROW and construction phases from FFY 2021 to FFY 2022,	

**Project Details**

- No changes

Administrative Amendment

Justification

Slip a phase into the next constrained fiscal years can occur as an administrative modification

**Project Funding**

Funding Change Details

**Preliminary Engineering (PE) Phase:**

- No changes
- Total PE programming amount remains unchanged at \$5,047,369

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ MTIP Worksheet

**Right of Way (ROW) Phase:**

- DELETE federal NHPP fund type code (Z001) **FY 2021**  
ROW phase cost of \$230,550
- DELETE State fund type code (match to NHPP) **FY 2021**  
ROW phase cost of \$19,450
- ADD federal AC-NHPP (89.73%) fund type code (ACP0) **FY 2022**  
ROW phase cost of \$224,325
- ADD State fund type code (match to AC-NHPP) **FY 2022**  
ROW phase cost of \$25,675
- Total ROW phase programming cost remains unchanged at \$250,000

The administrative modification slips the ROW and Construction phases from FY 2021 to FY 2022. Per the STIP Impacts Worksheet, the Value Engineering Study resulted in design changes which has delayed the project schedule.

**Construction Phase:**

- DELETE federal NHPP fund type code (Z001) **FY 2021**  
Construction phase cost of \$26,793,259
- DELETE State fund type code (match to NHPP) **FY 2021**  
Construction phase cost of \$2,260,373
- ADD federal AC-NHPP (92.22%) fund type code (ACP0) **FY 2022**  
Construction phase cost of \$26,793,259
- ADD State fund type code (match to AC-NHPP) **FY 2022**  
Construction phase cost of \$2,260,372
- Total Construction phase programming remains unchanged at \$29,053,632
- Total project programming amount remains unchanged at \$34,351,000

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Slipping phases into existing constrained years without cost increases or scope changes can occur as administrative modifications.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **No** – Yes on Metro Motor Vehicle network
  - 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 – 12092 - Bridge Rehabilitation and Repair
  - **RTP Description:** Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
  - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: Yes**
  - **Bridge Rehabilitate & Repair**
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS): Yes**
- **Capacity Enhancing Project: No:** The project is exempt under 40 CFR 93.126, Table 2 – 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** 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 ROW and Cons to FY 2022

<b>Lead Agency:</b> ODOT		Project Type:	Highway		<b>ODOT Key:</b>	<b>20486</b>	
<b>Project Name:</b> I-5 over 26th Avenue Bridge	<b>3</b>	ODOT Type	Bridge		<b>MTIP ID:</b>	<b>70977</b>	
		Capacity Enhancing:	No		<b>Status:</b>	<b>4</b>	
<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>	<b>12/30/2023</b>	
		Performance Meas:	Bridge		RTP ID:	12092	
		On State Hwy Sys:	I-5		RFFA ID:	N/A	
		Mile Post Begin:	296.03		RFFA Cycle:	N/A	
		Mile Post End:	296.06		UPWP:	No	
		Length:	0.03		UPWP Cycle:	N/A	
		1st Year Program'd:	2018		Past Amend:	3	
		Years Active:	4		OTC Approval:	No	
		STIP Amend#: 21-24-0807		MTIP Amend#: AB21-16-JUN1			
		<b>Detailed Description:</b> On I-5 in SW Portland from MP 296.03 to MP 296.06 (Distance = 0.03 miles), Bridge Replacement (#8203B) and complete Value Engineering study to project scope					
<b>STIP Description:</b> Replace the bridge to ensure connectivity.							
LAST Amendment or Admin Mod: Administrative - August 2020 - AB21-01-AUG1, Slip ROW to 2021							

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	Z001	2018		\$ 4,654,684				\$ 4,654,684
<del>NHPP</del>	<del>Z001</del>	<del>2021</del>			<del>\$ 230,550</del>			
AC-NHPP (89.73%)	ACP0	2022			\$ 224,325			\$ 224,325
<del>NHPP</del>	<del>Z001</del>	<del>2021</del>					<del>\$ 26,793,259</del>	
AC-NHPP (92.22%)	ACP0	2022					\$ 26,793,259	\$ 26,793,259
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 31,672,268</b>
<b>Fund Obligations Amount:</b>				\$ 4,654,684	\$ -			Federal Aid ID
<b>EA Number:</b>				PE002947				
<b>Initial Obligation Date:</b>				5/7/2018				
<b>Known Expenditures:</b>				\$ 1,276,237	\$ -			
<b>EA End Date:</b>				8/31/2022				
<b>State Funds</b>								
State	Match	2018		\$ 392,685			\$ -	
<del>State</del>	<del>Match</del>	<del>2021</del>			<del>\$ 19,450</del>			
State	Match	2022			\$ 25,675		\$ 25,675	
<del>State</del>	<del>Match</del>	<del>2021</del>					<del>\$ 2,260,373</del>	
State	Match	2022					\$ 2,260,372	\$ 2,260,372
							\$ -	
							<b>State Total:</b>	<b>\$ 2,286,047</b>
<b>Local Funds</b>								
							\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 5,047,369	\$ 250,000	\$ -	\$ 29,053,632	\$ 34,351,001
Phase Totals After Amend:			\$ -	\$ 5,047,369	\$ 250,000	\$ -	\$ 29,053,631	\$ 34,351,000
Year Of Expenditure (YOE):								\$ 34,351,000



**Notes and Changes**

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

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

The Administrative Modification slips the ROW and construction phases from FY 2021 to FY 2022. There is no change in cost or scope.

**References and Additional Notes:**

- > Admin Mod Eligible: Phase slips that remain in constrained years are allowable as administrative modifications.
- > 2018 RTP ID: 12092 - Bridge Rehabilitation & Repair
- > RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
- > Does project require modeling: No
- > Is the project located on the modeling network: Yes - Metro Motor Vehicle modeling network
- > Facility Type: Throughway
- > NHS: Yes, Eisenhower Interstate System
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = Bridge
- > 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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#4)**

ODOT Key:	<b>21496</b>	MTIP ID: 71076
Project Type:	Existing	Completion Date: 12/31/2023
Name:	<b>NE Airport Way Arterial Corridor Management</b>	
Lead Agency:	<b>Portland</b>	
Description:	ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway including update signal collectors, CCTV cameras, fiber communication, etc.	
Amending:	PHASE SLIP: Slip the construction phase to FFY 2022 and shift \$150k from construction to PE	

**Project Details**

- None

**Administrative Amendment**

**Justification**

Phase slips within constrained years that do not add costs or change scope can occur an administrative modification

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- INCREASE federal ATCMTD fund type code (Z44A) FY 2020 PE phase cost from \$110,000 to \$260,000
- Total PE programming amount increases from \$110,000 to \$260,000

**Other Phase:**

- No changes
- Total Other phase programming remains unchanged at \$50,000 in FY 2021

**Construction Phase:**

- DELETE federal ATCMTD fund type code (Z44A) FY 2021 Construction phase cost of \$1,040,000
- ADD federal ATCMTD fund type code (Z44A) FY 2022 Construction phase cost of \$890,000
- Total Construction phase programming decreases from \$1,040,000 to \$890,000
- Total project programming amount remains unchanged at \$1,200,000

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Construction phase cost update.
- ✓ MTIP Worksheet

The administrative modification slips the Construction phase to FFY 2022 and shifts \$150k of ATCMTD 100% federal funds back to the PE phase to address design needs.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Slipping a phase to a later constrained year without adding costs or changing scope can occur via an administrative modification.
- **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**

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



- **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 – 11104 - Regional TSMO Program Investments for 2018-2027
  - **RTP Description:** Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures
  - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: No**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS): Yes**
- **Capacity Enhancing Project: No:** The project is exempt under 40 CFR 93.126, Table 2 – Traffic control devices and operating assistance other than signalization projects.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #4 – Reliability and Efficiency
  - **Objective 4.1 - Travel Management.**
  - **Description:** Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



Construction Phase Cost Update

				No CMS	1 CMS	2 CMS	3 CMS
<b>Design</b>							
	DKS			\$180,000.00	\$200,000.00	\$200,000.00	\$200,000.00
	Structural				\$24,000.00	\$38,500.00	\$53,000.00
	Survey				\$5,000.00	\$10,000.00	\$15,000.00
	Env				\$6,500.00	\$7,000.00	\$7,000.00
	Geo				\$10,000.00	\$20,000.00	\$30,000.00
	Hazmat				\$4,000.00	\$7,000.00	\$10,000.00
<b>Evaluation</b>				\$20,000.00	\$40,000.00	\$40,000.00	\$40,000.00
				\$200,000.00	\$289,500.00	\$322,500.00	\$355,000.00
		Cost	Units				
<b>Const</b>							
	Mobility	10%		\$80,000.00			
	Traffic Control	10%		\$50,000.00	\$55,000.00	\$60,000.00	\$65,000.00
	Fiber	3	30,000	\$90,000.00	\$90,000.00	\$90,000.00	\$90,000.00
	Install Fiber	5	30,000	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
	Splices	50	800	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
	ITS Devices	20,000	10	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
	Controllers	2,500	10	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
	Switches	3,000	10	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00
	Bluetooth	500	6	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00
	Signs	30,000		\$0.00	\$30,000.00	\$60,000.00	\$90,000.00
	Structures	80,000		\$0.00	\$80,000.00	\$160,000.00	\$240,000.00
				\$668,000.00	\$703,000.00	\$818,000.00	\$933,000.00
	PBOT	60,000		\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
	ODOT	30,000		\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00
	CE			\$0.00	\$10,000.00	\$20,000.00	\$30,000.00
	Contingency	25,000		\$25,000.00	\$30,000.00	\$35,000.00	\$40,000.00
				\$115,000.00	\$130,000.00	\$145,000.00	\$160,000.00
				\$983,000.00	\$1,122,500.00	\$1,285,500.00	\$1,448,000.00



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

**Administrative Modification**  
**PHASE SLIP**  
Slip Cons to FY 2022

<b>Lead Agency:</b> <b>Portland</b>		Project Type:	TSMO		<b>ODOT Key:</b>	<b>21496</b>	
<b>Project Name:</b> <b>NE Airport Way Arterial Corridor Management</b>	<b>4</b>	ODOT Type	OPS-ITS		<b>MTIP ID:</b>	<b>71076</b>	
		Capacity Enhancing:	No		<b>Status:</b>	<b>4</b>	
<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>	<b>12/31/2023</b>	
		Performance Meas:	ITS		RTP ID:	11104	
		On State Hwy Sys:	No		RFFA ID:	N/A	
		Mile Post Begin:	N/A		RFFA Cycle:	N/A	
		Mile Post End:	N/A		UPWP:	No	
		Length:	N/A		UPWP Cycle:	N/A	
		1st Year Program'd:	2020		Past Amend:	1	
		Years Active:	2		OTC Approval:	No	
		STIP Amend#: 21-24-0800			MTIP Amend#: AB21-16-JUN1		
		<b>Detailed Description:</b> One of 9 child projects from the parent ODOT ATCMTD statewide ITS grant will update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices with the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives.					
<b>STIP Description:</b> Installation of traffic signal controllers, CCTV cameras, fiber communication and other infrastructure along Airport Way from 82nd Ave to Riverside Parkway which will be integrated into the City's, ODOT's and TriMet's Transportation Operation Centers.							
<b>LAST Amendment or Admin Mod:</b> Administrative - AB21-08-JAN3- February 2021 - <b>SCOPE ADJUSTMENT:</b> Reduce scope by dropping the "Install Change Message Signs" from the project scope. No change in project cost.							

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	<del>Z44A</del>	<del>2020</del>		<del>\$ 110,000</del>				\$ -
ATCMTD	Z44A	2020		\$ 260,000				\$ 260,000
<del>ATCMTD</del>	<del>Z44A</del>	<del>2021</del>				<del>\$ 1,040,000</del>		\$ -
ATCMTD	Z44A	2022				\$ 890,000		\$ 890,000
ATCMTD	Z44A	2021					\$ 50,000	\$ 50,000
								\$ -
								\$ -
ATCMTD federal funds are 100% federal. The match							<b>Federal Totals:</b>	<b>\$ 1,200,000</b>
<b>Fund Obligations Amount:</b>				\$ 260,000	\$ -			Federal Aid ID
<b>EA Number:</b>				PE003178				5900(312)
<b>Initial Obligation Date:</b>				3/3/2020				
<b>Known Expenditures:</b>				\$ 4,807	\$ -			
<b>EA End Date:</b>				3/31/2025				
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
							\$	-
							\$	-
							\$	-
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 110,000</del>	\$ -	<del>\$ 1,040,000</del>	\$ 50,000	\$ 1,200,000
Phase Totals After Amend:			\$ -	\$ 260,000	\$ -	\$ 890,000	\$ 50,000	\$ 1,200,000
Year Of Expenditure (YOE):								\$ 1,200,000

**Notes and Changes**

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.

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

The Administrative Modification slips the construction phase from FFY 2021 to FFY 2022. The design work for the project is taking longer than anticipated delaying the ability to obligate the Construction phase by the end of FFY 2021. A portion of the construction phase is shifted back to PE to address design costs. The construction phase does not require backfill. An updated cost estimate was provided.

**References and Additional Notes:**

- > Admin Mod Eligible: Slipping phases within constrained years without added costs or scope changes can occur as an administrative modification.
- > 2018 RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Does the project require modeling?: No
- > Is the project located on the modeling network? Yes - Motor Vehicle modeling network
- > Model Type: Major Arterial
- > NHS: Yes, MAP-21 Principal Arterials
- > TCM Project: No
- > On CMP: Yes
- > Performance Measurements Apply: Yes - subcategory = ITS
- > RTP Goal(s): Goal 4 - Reliability and Efficiency
- > RTP Goal Description: Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- > ODOT Local Agency Liaison: N/A
- > Project Manager: N/A

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#5)**

ODOT Key:	<b>21615</b>	MTIP ID: 71169
Project Type:	Existing	Completion Date: 12/31/2024
Name:	<b>Washington County Safety, Bike and Pedestrian Improvements</b>	
Lead Agency:	<b>ODOT</b>	
Description:	Upgrade street lighting, signals, signs, striping, install stop approach activated warning system, install bike lanes and flashing lights to increase safety at various locations.	
Amending:	<b>FUND SHIFT</b> The administrative modification shifts \$270,000 from the Construction phase to the PE phase	

**Project Details**

- **No changes.**

**Administrative Amendment Justification**

Shifting funds between existing project phases (from construction to PE) can occur as an admin mod

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- DELETE federal HSIP fund type code (ZS30) FY 2021 PE phase cost of \$511,677
- DELETE State fund type code (match to HSIP) FY 2021 PE phase cost of \$43,167
- INCREASE federal AC-HSIP (92.22%) fund type code (ACP0) FY 2021 PE phase cost from \$156,750 to \$917,421
- INCREASE State fund type code (match to AC-HSIP) FY 2021 PE phase cost from \$13,224 to \$77,397
- Total PE programming amount increases from \$724,818 to \$994,818

**Right-of-Way (ROW) Phase:**

- No changes
- Total ROW programming remains at \$94,616

**Other Phase:**

- No changes
- Total Other phase programming remains unchanged at \$70,768

**Construction Phase:**

- DECREASE federal HSIP fund type code (ZS30) FY 2023 Construction phase cost from \$2,052,054 to \$1,803,060
- DECREASE State fund type code (match to HSIP) FY 2023 Construction phase cost from \$173,118 to \$152,112

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet
- ✓ Construction phase cost update
- ✓ MTIP Worksheet

The administrative modification shifts \$270,000 from the Construction phase to the PE phase to address a design cost increase to the project. An updated construction phase cost estimate was provided demonstrating that backfilling is not required.



2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



- Total Construction phase programming decreases from \$2,782,729 to \$2,512,729
- Total project programming amount remains unchanged at \$3,672,931

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Shifting construction phase funding backwards to PE can occur administratively and long a no new costs are involved or scope changes are occurring. The construction phase must show proof back fill is not required if it will be left decreased without backfill.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Assumed yes**
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on the Metro Pedestrian 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):**
- **Capacity Enhancing Project: No.** The project is exempt under 40 CFR 93.126, Table 2 – Projects that correct, improve, or eliminate a hazardous location or feature.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #5 – Safety and Security
  - **Objective 5.1** 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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



Construction Phase Cost Estimate Update

ODOT-PE% (2124_00398)	12%
ODOT-PE% (2124_00408)	6%
ODOT-PE% (2124_00499)	6%
ODOT-PE% (2124_00395)	6%
ODOT-PE\$	\$ 136,303
ROW-ODOT	\$ 25,000
ROW-Acquisition	\$ 45,000
UR	\$ 52,244
Other\$	\$ -
Basis Cost (TOTAL)	\$ 2,304,751
Risk Cost (TOTAL)	\$ 42,540
Adj. Basis (TOTAL)	\$ 2,347,291
Inflation%	4%
Inflation-Years	5
Inflation Cost	\$ 551,087
Inflated Cost	\$ 2,855,839
Complexity	3
ROW/AM	1
Environmental	1
Estimating	3
Scope Creep/Change	1
Sum	9
Contingency	25%
Contingency	\$ 436,854
Final PE	\$ 658,814
Final RW	\$ 81,890
Final UR	\$ 63,563
Final CN	\$ 2,431,390
Final OT	\$ -
Project Cost	\$ 3,235,657



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

**Administrative Modification**  
**FUND SHIFT**  
Shift \$270k from Cons to PE

<b>Lead Agency:</b> ODOT		Project Type: Safety		<b>ODOT Key:</b> 21615
<b>Project Name:</b> Washington County Safety, Bike and Pedestrian Improvements	5	ODOT Type: Safety		<b>MTIP ID:</b> 71169
		Capacity Enhancing: No		<b>Status:</b> 4
		Conformity Exempt: Yes		<b>Comp Date</b> 12/31/2024
		Performance Meas: Safety		RTP ID: 12095
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	OR10	On State Hwy Sys: Various		RFFA ID: N/A
<b>Short Description:</b> Upgrade street lighting, signals, signs, striping, install stop approach activated warning system, install bike lanes and flashing lights to increase safety at various locations.	OR8	Mile Post Begin: Various		RFFA Cycle: N/A
	OR219	Mile Post End: Various		UPWP: No
	OR47	Length: N/A		UPWP Cycle: N/A
		1st Year Program'd: 2021		Past Amend: 0
		Years Active: 1		OTC Approval: No
	STIP Amend#: 21-24-0890		MTIP Amend#: AB21-16-JUN1	
<b>Detailed Description:</b> Upgrade street lighting, signals, signs, striping, and install stop approach activated warning system on sections of the Hillsboro - Silverton Highway (OR219), Farmington Road (OR10) and Tualatin Valley Highway (OR8). Install buffered bike lanes on sections of OR8 and OR10. Install flashing lights at OR10 at 195th Ave. This project aims to increase safety at these locations.				
<b>STIP Description:</b> Upgrade street lighting, signals, signs, striping, and install stop approach activated warning system on sections of the Hillsboro - Silverton Highway (OR219), Farmington Road (OR10) and Tualatin Valley Highway (OR8). Install buffered bike lanes on sections of OR8 and OR10. Install flashing lights at OR10 at 195th Ave. This project aims to increase safety at these locations.				
LAST Amendment or Admin Mod: None. This is the first amendment to the project				

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>HSIP</del>	<del>ZS30</del>	<del>2021</del>		<del>\$ 511,677</del>				\$ -
<del>AC-HSIP (92.22%)</del>	<del>ACP0</del>	<del>2021</del>		<del>\$ 156,750</del>				\$ -
<b>AC-HSIP (92.22%)</b>	<b>ACP0</b>	<b>2021</b>		<b>\$ 917,421</b>				<b>\$ 917,421</b>
HSIP	ZS30	2022			\$ 34,928			\$ 34,928
AC-HSIP (92.22%)	ACP0	2022			\$ 52,327			\$ 52,327
HSIP	ZS30	2023				\$ 51,349		\$ 51,349
AC-HSIP (92.22%)	ACP0	2023				\$ 13,913		\$ 13,913
<del>HSIP</del>	<del>ZS30</del>	<del>2023</del>					<del>\$ 2,052,054</del>	\$ -
<b>HSIP</b>	<b>ZS30</b>	<b>2023</b>					<b>\$ 1,803,060</b>	<b>\$ 1,803,060</b>
AC-HSIP	ACP0	2023					\$ 514,179	<b>\$ 514,179</b>
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 3,387,177</b>
<b>Fund Obligations Amount:</b>				\$ 156,750	\$ 34,928			Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Known Expenditures:</b>				\$ -	\$ -			
<b>EA End Date:</b>								

State Funds								
State	Match	2021		<del>\$ 43,167</del>			\$	-
State	Match	2021		<del>\$ 13,224</del>			\$	-
State	Match	2021		\$ 77,397			\$	77,397
State	Match	2022			\$ 2,947		\$	2,947
State	Match	2022			\$ 4,414		\$	4,414
State	Match	2023				\$ 4,332	\$	4,332
State	Match	2023				\$ 1,174	\$	1,174
State	Match	2023					<del>\$ 173,118</del>	\$ -
State	Match	2023					\$ 152,112	\$ 152,112
State	Match	2023					\$ 43,378	\$ 43,378
							\$	-
							State Total:	\$ 285,754
Local Funds								
							\$	-
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:	\$	-	<del>\$ 724,818</del>	\$ 94,616	\$ 70,768	<del>\$ 2,782,729</del>	\$	3,672,931
Phase Totals After Amend:	\$	-	\$ 994,818	\$ 94,616	\$ 70,768	\$ 2,512,729	\$	3,672,931
Year Of Expenditure (YOE):							\$	3,672,931

**Notes and Changes**

> Exempt Status: Exempt project under 40 CFR 93.126, Table 2 - Highway Safety Improvement Program implementation.

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

The Administrative Modification shifts \$270,000 from the Construction phase to the PE phase. The added funding for PE will cover added consultant costs for the PE phase. Construction appears to be over funded allowing the \$270k to transfer back to PE without backfill. A construction phase cost update was included with the amendment submission.

**References and Additional Notes:**

- > Admin Mod Eligible: The funds swap shifts \$1 million from Construction to PE. ROW phase is also
- > 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.
- > Does the project require modeling? - No
  - > Is the project located on the Metro modeling network? - Yes, Motor vehicle, Pedestrian, and Bicycle
- > Facility type in the model:
  - > 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

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Project Summary (#6)**

ODOT Key:	<b>20329</b>	MTIP ID: 70882
Project Type:	Existing	Completion Date: 9/1/2024
Name:	<b>OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)</b>	
Lead Agency:	<b>West Linn</b>	
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:	<b><u>FUND SHIFTS and PHSE SLIPS:</u></b> Shit Construction phase funds back to PE and ROW to address a phase funding shortfall. Slip ROW, to FY 2022, plus UR and Cons to FY 2023	

**Project Details**

- Change the project MP limits from **8.43 to 9.00** to be **"8.35 to 9.00"** on OR 43.

Administrative Amendment

Justification

Fund shifts back to PE or ROW can occur if administratively. Phase slips can occur administratively. Both assume no added costs or scope changes are involved.

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- INCREASE federal CMAQ fund type code (Z400) FY 2018 PE phase cost from \$245,549 to \$290,414
- INCREASE local fund type code (match to CMAQ) FY 2018 PE phase cost from \$28,104 to \$33,239
- Total PE programming amount increases from \$2,158,203 to \$2,208,203

**Right-of-Way (ROW) Phase:**

- DELETE federal TA-State fund type code (Z300) FY **2021** ROW phase cost of \$294,696
- DELETE Local fund type code (match to State TA) FY **2021** ROW phase cost of \$33,729
- ADD federal TA-State fund type code (Z300) FY **2022** ROW phase cost of \$294,696
- ADD Local fund type code (match to State TA) FY **2022** ROW phase cost of \$33,729
- ADD Federal CMAQ fund type code (Z400) FY 2022 ROW phase cost of \$116,649
- ADD Local fund type code (match to CMAQ) FY 2022 ROW phase cost of \$13,351
- DELETE local Other fund type code (local overmatch) FY **2021** ROW phase cost of \$386,354
- ADD local Other fund type code (local overmatch) FY **2022** ROW phase cost of \$386,354
- Total ROW programming increases from \$714,779 to \$844,779

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ MTIP Worksheet
- ✓ Construction phase cost update

The administrative modification makes a minor adjustment to the project limits. It also slips the ROW phase to FY 202 and the Other + Construction phases to FY 2023.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro June Administrative Modification Bundle #1**

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

Project Narratives



**Other/Utility Relocation Phase:**

- DELETE federal CMAQ fund type code (Z400) **FY 2022**  
Other phase cost of **\$44,865**
- DELETE Local fund type code (match to CMAQ) **FY 2022**  
Other phase cost of **\$5,135**
- ADD federal CMAQ fund type code (Z400) **FY 2023**  
Other phase cost of **\$22,145**
- ADD Local fund type code (match to CMAQ) **FY 2023**  
Other phase cost of **\$2,535**
- ADD local Other fund type code (local overmatch) **FY 2023**  
Other phase cost of \$25,320
- Total Other phase programming remains unchanged at \$50,000

**Construction Phase:**

- DELETE federal CMAQ fund type code (Z400) **FY 2022**  
Construction phase cost of **\$2,709,586**
- DELETE Local fund type code (match to CMAQ) **FY 2022**  
Construction phase cost of **\$310,124**
- ADD federal CMAQ fund type code (Z400) **FY 2023**  
Construction phase cost of **\$2,570,792**
- ADD Local fund type code (match to CMAQ) **FY 2023**  
Construction phase cost of **\$294,239**
- DELETE local Other fund type code (local overmatch) **FY 2022**  
Construction phase cost of **\$1,095,511**
- ADD local Other fund type code (local overmatch) **FY 2023**  
Construction phase cost of **\$1,070,190**
- Total Construction phase programming decreases from \$4,115,221, to \$3,935,221
- Total project programming amount remains unchanged at \$7,038,203

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Funding shifts between existing project phases and phase slips within constrained years occur as an administrative modification.
- **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 and Pedestrian networks
- **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.



# 2021-24 Metropolitan Transportation Improvement Program (MTIP)

## Metro June Administrative Modification Bundle #1

Modification Number: **AB21-16-JUN1** Resolution: N/A

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

### Project Narratives



- **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 exempt under 40 CFR 93.126, 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** 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

### Construction phase cost update summary total

A	B	C	D	E	F	G	H
8	0330-0123000K	EMBANKMENT IN PLACE	CU/YD	1,830	\$30.00	\$54,900.00	
8	0331-0106000J	12 INCH SUBGRADE STABILIZATION	SQ/YD	150	\$19.00	\$2,850.00	
9	0350-0105000J	SUBGRADE GEOTEXTILE	SQ/YD	1,460	\$15.00	\$21,900.00	
						<b>Subtotal</b>	<b>\$172,170.00</b>
4	10	-	400 - DRAINAGE AND SEWERS				
10	-	DRAINAGE AND SEWERS	LS	1	\$265,000.00	\$265,000.00	
						<b>Subtotal</b>	<b>\$265,000.00</b>
5	11	-	500 - BRIDGES				
11	0596-B002000A	RETAINING WALL, PREFABRICATED MODULAR GRAVITY, SE QUADRANT	LS	1	\$3,500.00	\$3,500.00	
12	0596-B002000A	RETAINING WALL, PREFABRICATED MODULAR GRAVITY, NE QUADRANT	LS	1	\$4,400.00	\$4,400.00	
						<b>Subtotal</b>	<b>\$7,900.00</b>
6	13	-	600 - BASES				
13	0620-0120000J	COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	SQ/YD	6,400	\$3.00	\$19,200.00	
14	-	OPEN GRADED AGGREGATE BASE	TON	490	\$45.00	\$22,050.00	
15	0640-0100000M	AGGREGATE BASE	TON	1,900	\$40.00	\$76,000.00	
						<b>Subtotal</b>	<b>\$117,250.00</b>
7	16	-	700 - WEARING SURFACES				
16	0743-0200000M	1/2 INCH PAC MIXTURE	TON	270	\$170.00	\$45,900.00	
17	0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	TON	1,390	\$110.00	\$152,900.00	
18	0749-0100000E	EXTRA FOR ASPHALT APPROACHES	EACH	7	\$1,040.00	\$7,280.00	
19	0759-0103000F	CONCRETE CURBS, CURB AND GUTTER	FOOT	635	\$35.00	\$22,225.00	
20	0759-0108000F	CONCRETE CURBS, LOW PROFILE MOUNTABLE CURB, MODIFIED	FOOT	1,970	\$30.00	\$59,100.00	
21	0759-0110000F	CONCRETE CURBS, STANDARD CURB	FOOT	1,965	\$29.00	\$56,985.00	
22	0759-0122000J	CONCRETE ISLANDS	SQ/FT	1,794	\$25.00	\$44,850.00	
23	0759-0126000J	CONCRETE DRIVEWAYS	SQ/FT	2,200	\$12.00	\$26,400.00	
24	0759-0128000J	CONCRETE WALKS	SQ/FT	14,800	\$8.00	\$118,400.00	
25	0759-0154100E	EXTRA FOR NEW CURB RAMPS	EACH	23	\$1,200.00	\$27,600.00	
26	0759-0510000J	TRUNCATED DOWNS ON NEW SURFACES	SQ/FT	265	\$60.00	\$15,900.00	
						<b>Subtotal</b>	<b>\$577,540.00</b>
8	27	-	800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES				
27	-	STRIPING	LS	1	\$41,000.00	\$41,000.00	
						<b>Subtotal</b>	<b>\$41,000.00</b>
9	28	-	900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				
28	-	SIGNING	LS	1	\$14,000.00	\$14,000.00	
29	-	ILLUMINATION	LS	1	\$10,000.00	\$10,000.00	
30	0930-0101000A	TRAFFIC SIGNAL INSTALLATION, HIDDEN SPRINGS RD	LS	1	\$300,000.00	\$300,000.00	
31	0930-0101000A	TRAFFIC SIGNAL INSTALLATION, MARYHURST DR	LS	1	\$300,000.00	\$300,000.00	
						<b>Subtotal</b>	<b>\$624,000.00</b>
10	32	-	1000 - RIGHT OF WAY DEVELOPMENT AND CONTROL				
32	-	STORM WATER QUALITY TREATMENT MITIGATION	ACRE	0.48	\$118,000.00	\$56,688.00	
33	-	LANDSCAPE RESTORATION	LS	1	\$25,000.00	\$25,000.00	
						<b>Subtotal</b>	<b>\$81,688.00</b>
						<b>SUBTOTAL FOR CONSTRUCTION BIDS W/O MOBILIZATION</b>	<b>\$2,213,028.00</b>
34	0210-0100000A	MOBILIZATION	LS	1	10%	\$222,000.00	
						<b>SUBTOTAL FOR CONSTRUCTION BIDS</b>	<b>\$2,435,028.00</b>
35	-	CONSTRUCTION CONTINGENCY			3.5%	\$85,000.00	
36	-	RISK EVENT CONTINGENCY			20.0%	\$488,000.00	
37	-	OTHER CONTINGENCY (QUANTITIES, MARKET CONDITIONS, COST VARIABILITY, ETC.)			6.5%	\$159,000.00	
38	-	INFLATION (APPLIED TO BID ITEMS, ANTICIPATED ITEMS, CONST. CONT., AND OTHER COSTS)	YRS	1	3.0%	\$81,000.00	
39	-	CONSTRUCTION ENGINEERING			20%	\$488,000.00	
						<b>CONSTRUCTION TOTAL</b>	<b>\$3,737,028.00</b>



# Metro

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

**Administrative Modification  
FUND SHIFTS & SLIPS**  
Backfill PE & ROW plus slip ROW,  
UR/Other, and Cons

<b>Lead Agency:</b> West Linn		<b>Project Type:</b> Safety		<b>ODOT Key:</b> 20329
<b>Project Name:</b> OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	6	<b>ODOT Type</b> BikePed		<b>MTIP ID:</b> 70882
		<b>Capacity Enhancing:</b> No		<b>Status:</b> 4
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		<b>Conformity Exempt:</b> Yes		<b>Comp Date</b> 9/1/2024
		<b>Performance Meas:</b> Yes		<b>RTP ID:</b> 10127
		<b>On State Hwy Sys:</b> OR43		<b>RFFA ID:</b> 50285
		<b>Mile Post Begin:</b> <del>8.43</del> 8.35		<b>RFFA Cycle:</b> 2019-21
		<b>Mile Post End:</b> <del>8.90</del> 9.00		<b>UPWP:</b> No
		<b>Length:</b> <del>0.47</del> 0.65		<b>UPWP Cycle:</b> N/A
		<b>1st Year Program'd:</b> 2020		<b>Past Amend:</b> 6
		<b>Years Active:</b> 1		<b>OTC Approval:</b> No
		<b>STIP Amend#:</b> 21-24-0757		<b>MTIP Amend#:</b> AB21-16-JUN1
		<b>Detailed Description:</b> 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)		
<b>STIP Description:</b> 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, April 2021 - AB21-13-APR2 - COST INCREASE: 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 project cost increases by \$920,000 which equals a 15.04 percent increase, but is less than the 20% threshold				

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>CMAQ</del>	<del>Z400</del>	<del>2018</del>		<del>\$ 245,549</del>				\$ -
CMAQ	Z400	2018		\$ 290,414				\$ 290,414
TAP-U	Z301	2018		\$ 805,304				\$ 805,304
<del>TA-STATE</del>	<del>Z300</del>	<del>2021</del>			<del>\$ 294,696</del>			\$ -
TA-STATE	Z300	2022			\$ 294,696			\$ 294,696
CMAQ	Z400	2022			\$ 116,649			\$ 116,649
<del>CMAQ</del>	<del>Z400</del>	<del>2022</del>				<del>\$ 44,865</del>		\$ -
CMAQ	Z400	2023				\$ 22,145		\$ 22,145
<del>CMAQ</del>	<del>Z400</del>	<del>2022</del>					<del>\$ 2,709,586</del>	\$ -
CMAQ	Z400	2023					\$ 2,570,792	\$ 2,570,792
Note:							<b>Federal Totals:</b>	<b>\$ 4,100,000</b>
<b>Fund Obligations Amount:</b>				\$ 1,095,718				Federal Aid ID
<b>EA Number:</b>				PE002950				S003(016)
<b>Initial Obligation Date:</b>				4/19/2018				
<b>Known Expenditures:</b>				\$ 946,845				
<b>EA End Date:</b>				1/31/2023				
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>

Local Funds								
<del>Local</del>	<del>Match</del>	<del>2018</del>		<del>\$ 28,104</del>				
Local	Match	2018		\$ 33,239			\$	33,239
Local	Match	2018		\$ 92,171			\$	92,171
Other	OTH0	2018		\$ 987,075			\$	987,075
<del>Local</del>	<del>Match</del>	<del>2021</del>			<del>\$ 33,729</del>		\$	-
Local	Match	2022			\$ 33,729		\$	33,729
Local	Match	2022			\$ 13,351		\$	13,351
<del>Other</del>	<del>OTH0</del>	<del>2021</del>			<del>\$ 386,354</del>		\$	-
Other	OTH0	2022			\$ 386,354		\$	386,354
<del>Local</del>	<del>Math</del>	<del>2022</del>				<del>\$ 5,135</del>	\$	-
Local	Match	2023				\$ 2,535	\$	2,535
Other	OTH0	2023				\$ 25,320	\$	25,320
<del>Local</del>	<del>Match</del>	<del>2022</del>				<del>\$ 310,124</del>	\$	-
Local	Match	2023				\$ 294,239	\$	294,239
<del>Other</del>	<del>OTH0</del>	<del>2022</del>				<del>\$ 1,095,511</del>		
Other	OTH0	2023				\$ 1,070,190	\$	1,070,190
							Local Total	\$ 2,938,203
Phase Totals Before Amend:			\$ -	<del>\$ 2,158,203</del>	<del>\$ 714,779</del>	\$ 50,000	<del>\$ 4,115,221</del>	\$ 7,038,203
Phase Totals After Amend:			\$ -	\$ 2,208,203	\$ 844,779	\$ 50,000	\$ 3,935,221	\$ 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 shifts construction CMAQ back to PE and ROW phases to address the phase funding shortfall. Per review of the project, the construction phase does not need to be backfilled with local funds. An updated construction phase cost estimate was provided that verifies the lower construction phase estimate is valid. The phase shift occurs for ROW phase delays necessitating slips to RW, UR, and CN phases. At Final DAP the CN budget came down to \$3.7M, allowing for some flexibility between phases. An additional ROW file is needed, bringing the ROW programming estimate to \$840k, and the contract amendment for remaining A&E services needed an additional \$50k. The change to the project limits expands the project by 0.18 miles which is below the 0.25 mile threshold.

**References and Additional Notes:**

- > Admin Mod Eligible: Funding shifts among phase may occur if no change in scope is occurring, and the reduced phase is backfilled as needed.
- > 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