



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: July 20, 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: July FY 2021 Administrative Modification Bundle #3 AB21-19-JUL3 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 July FY 2021 Administrative Modification, Bundle #3 to the 2021-24 MTIP is under Metro amendment number AB21-19-JUL3. Seven projects comprise the modification bundle as shown below:

- Key 21636 – SE Johnson Creek Blvd: 79th Pl - 82<sup>nd</sup> Ave (Clackamas County)
- Key 20438 - OR99W (Barbur Blvd) at SW Capitol Hwy
- Key 21707 - **US30B: St Johns (Willamette River) Bridge**
- Key 21619 - Beavercreek Rd: Molalla Ave – S Maplelane Rd (Oregon City)
- Key 21624 - **West Burnside/NW 22nd Vicinity Pedestrian Signal**
- Key 20488 - North Dakota Street: Fanno Creek Bridge
- Key 20849 - MAX Red Line Extension & Reliability Improvements

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 July #3 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Proposed July 2021 Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3**

Total Number of Projects: 7

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key <b>21636</b>	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	<b>MINOR COST DECREASE:</b> The Administrative Modification reduces the ROW phase cost based on the latest project update.
Project #2 Key <b>20438</b>	ODOT	OR99W (Barbur Blvd) at SW Capitol Hwy	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates	<b>MINOR COST DECREASE:</b> The Administrative Modification updates the ROW phase for the actual obligation amount and provides a minor cost adjustment to the construction phase. The net change to the project decreases by \$49,000 which equals 1.65% and is less than the 20% threshold.
Project #3 Key <b>21707</b>	ODOT	<del>US30B: St. Johns Bridge</del> <b>US30B: St Johns (Willamette River) Bridge</b>	Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety for those below and extend the life of the structure.	<b>DELETE PHASE</b> The Administrative Modification deletes the Right-of-Way phase and returns the funds to the Bridge program.
Project #4 Key <b>21619</b>	Oregon City	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.	<b>SFLP FUND SWAP:</b> The Administrative Modification swaps the federal HSIP for the state funded SFLP program funds.
Project #5 Key <b>21624</b>	Portland	<del>W Burnside at SW St Clair Ave (Portland)</del> <b>West Burnside/NW 22nd Vicinity Pedestrian Signal</b>	Install a pedestrian hybrid beacon to increase pedestrian crossing safety.	<b>SLIP and NAME UPDATE:</b> Slip the PE phase to FY 2022 and update the project name. No scope or cost change.
Project #6 Key <b>20488</b>	Tigard	North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	<b>MINOR COST INCREASE</b> The Administrative Modification increases the construction by 2.46% adding \$248,426 based on the cost update for the phase. The increase is less than 20%

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



Project #7 Key <b>20849</b>	TriMet	MAX Red Line Extension & Reliability Improvements	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	<b>ADDING FUNDS</b> The Administrative Modification adds a new grant award of \$15,721,739 from the American Rescue Plan Act of 2021 as 5309 funds to the Construction phase
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**Project Summary (#1)**

ODOT Key:	<b>21636</b>	MTIP ID:	71190
Project Type:	Existing Project	Completion Date:	9/30/2025
Name:	<b>SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)</b>		
Lead Agency:	<b>Clackamas County</b>		
Description:	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		
Amending:	<b>MINOR COST DECREASE</b> Decrease ROW phase based on latest project update.		

**Project Details**

- None

Administrative Amendment Justification

Cost changes that are less than 20% can occur as administrative modifications

**Project Funding**

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

- DECREASE federal HSIP fund type code (ZS30) FY 2022 ROW phase cost from \$582,192 to \$562,192
- DECREASE Local fund type code (match to HSIP) FY 2022 ROW phase cost from \$49,116 to \$47,428  
Total ROW phase programmed amount decreases from \$631,308 to \$609,620
- Total project programming amount decreases from \$2,507,308 to \$2,485,620

Funding Change Details

Amendment submission items:

- ✓ STIP Summary Report
- ✓ STIP Impacts Worksheet

The Administrative Modification adjusts the ROW phase based on the latest project update. As a result the total project cost decreases by \$21,688 which represents a 0.86% change to the project and is less than 20%.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Cost decreases without scope changes which are less than 20% can occur administratively.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **No**
  - Located on the Metro roadway network: **Yes**
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – The project is regionally significant. It contains federal funds and is located on the Motor Vehicle modeling network
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes** - 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



- **RTP Description:** Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- **RTP and MTIP Costs Consistent:** **Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping:** **No**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS):** **No**
- **Capacity Enhancing Project:** **No:** The project is exempt under 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- **Satisfies 2018 RTP Goals and Strategies:** **Yes.** Goal #5 – Safety and Security
  - **Objective 5.1-** Transportation Safety
  - **Description:** Eliminate fatal and severe injury crashes for all modes of travel.
- **MPO Responsibilities/Public Notification included:** **No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required:** **No.** OTC approval was not required for this Administrative Modification.
- **JPACT & Metro Council action required:** **No.** JPACT and Metro Council approval were not required for this Administrative Modification



**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

Administrative Modification  
 MINOR COST DECREASE  
 Decrease ROW phase

<b>Lead Agency:</b> Clackamas County		Project Type:	Safety	<b>ODOT Key:</b> 21636
<b>Project Name:</b> SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	1	ODOT Type	Safety	<b>MTIP ID:</b> 71190
		Performance Meas:	Yes	<b>Status:</b> 3
<b>Project Status:</b> 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No	<b>Comp Date:</b> 9/30/2025
		Conformity Exempt:	Yes	RTP ID: 11763
<b>Short Description:</b> Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		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:	2021	Past Amend: 1
		Years Active:	1	OTC Approval: No
		STIP Amend #: 21-24-0762		

**Detailed Description:**  
 In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway

**STIP Description:** Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.

Last Amendment of Modification: Administrative: None. This 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>								
HSIP (92.22%)	ZS30	2021		\$ 511,821				\$ 511,821
<del>HSIP (92.22%)</del>	<del>ZS30</del>	<del>2022</del>			<del>\$ 582,192</del>			\$ -
HSIP (92.22%)	ZS30	2022			\$ 562,192			\$ 562,192
HSIP (92.22%)	ZS30	2024				\$ 396,423		\$ 396,423
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,470,436</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2021		\$ 43,179				\$ 43,179
<del>Local</del>	<del>Match</del>	<del>2022</del>			<del>\$ 49,116</del>			\$ -
Local	Match	2022			\$ 47,428			\$ 47,428
Local	Match	2024				\$ 45,372		\$ 45,372
Other	OTH0	2024				\$ 879,205		\$ 879,205
							<b>Local Total</b>	<b>\$ 1,015,184</b>
Phase Totals Before Amend:			\$ -	\$ 555,000	<del>\$ 631,308</del>	\$ -	\$ 1,321,000	<del>\$ 2,507,308</del>
Phase Totals After Amend:			\$ -	\$ 555,000	\$ 609,620	\$ -	\$ 1,321,000	\$ 2,485,620
Year Of Expenditure (YOE):								\$ 2,485,620

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Admin Mod eligible: Minor cost increase to correct ROW phase at 1% which is less than the 20% threshold.

**Amendment Summary:**

The admin mod adjusts the ROW phase based on the latest project update. The change decreases ROW from \$631,308 to \$609,620. The total project cost decreases from \$2,507,308 to \$2,485,620 which equals a net change of \$21,688 and is about a 1% decrease to the project.

- > Will Performance Measurements Apply: Yes - Safety

**RTP References:**

- > RTP ID: 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
- > RTP Description: Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the states with the purpose of safety improvements
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Motor Vehicle - Minor Arterial
- > TCM project: No
- > Located on the CMP: No



**Project Summary (#2)**

ODOT Key:	<b>20438</b>	MTIP ID:	70991
Project Type:	Existing Project	Completion Date:	9/30/2022
Name:	<b>OR99W (Barbur Blvd) at SW Capitol Hwy</b>		
Lead Agency:	<b>ODOT</b>		
Description:	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates		
Amending:	<b><u>MINOR COST DECREASE</u></b> The ROW phase is updated for the actual obligation and \$10k is added to the Construction phase. The net result		

<b>Project Details</b>	Administrative Amendment Justification
<ul style="list-style-type: none"> <li>ADD MTIP DETAILED DESCRIPTION as follows: <b>“On OR99W between MP 5.86 to MP 6.54, complete rehabilitation/safety improvements to include prohibiting NB left turns from OR99W onto I-5 ramp, traffic flow redirection through jug handle; Install EB right turn lane, install new signal at Taylors Ferry address median gaps and striping, plus add/improve signage; Install reflectorized backplates”</b></li> </ul>	Cost changes for \$1 million or greater project costs that are less than 20% can occur as administrative modifications

<b>Project Funding</b>	<u>Funding Change Details</u>
<p><b>Preliminary Engineering (PE) Phase:</b></p> <ul style="list-style-type: none"> <li>No changes</li> <li>Total PE programmed amount remains unchanged at \$720,100</li> </ul> <p><b>Right of Way (ROW) Phase:</b></p> <ul style="list-style-type: none"> <li>DELETE federal HSIP/Sec 164 fund type code (ZS32) (100% federal) FY 2019 ROW phase cost of \$139,000</li> <li>ADD federal HSIP/Sec 164 fund type code (ZS32) (100% federal) FY 2020 ROW phase cost of \$80,000</li> <li>Total ROW programmed amount decreases from \$139,000 to \$80,000</li> </ul> <p><b>Construction Phase:</b></p> <ul style="list-style-type: none"> <li>ADD federal NHPP fund type code (Z001) FY 2021 Construction phase cost of \$8,973</li> <li>ADD State fund type code (match to NHPP) FY 2021 Construction phase cost of \$1,027</li> <li>Total Construction phase programmed amount increases from \$2,116,600 to \$2,126,600</li> <li>Total project programming amount decreases from \$2,975,700 to \$2,926,700</li> </ul>	Amendment submission items: <ul style="list-style-type: none"> <li>✓ STIP Summary Report</li> <li>✓ MTIP Worksheet</li> </ul> <p>The Administrative Modification adjusts the ROW phase for the actual obligation and adds \$10k to the construction phase. The project decreases by \$49,000 as a result which equals a 1.65% change and is less than the 20% threshold</p>



2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Limit changes that are less than 0.25 miles can occur administratively.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **Yes** – 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 Pedestrian network
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes** - 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.
  - **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-** 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**  
**Minor Cost Decrease**  
Actual ROW obligation updated  
along with Cons cost.

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b>	<b>20438</b>
<b>Project Name:</b> OR99W (Barbur Blvd) at SW Capitol Hwy	<b>2</b>	ODOT Type	Safety	<b>MTIP ID:</b>	<b>70991</b>
		Capacity Enhancing:	No	<b>Status:</b>	<b>6</b>
<b>Project Status:</b> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Conformity Exempt:	Yes	<b>Comp Date</b>	<b>9/30/2022</b>
		Performance Meas:	Safety	RTP ID:	12095
<b>Short Description:</b> Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates		On State Hwy Sys:	OR99W	RFFA ID:	N/A
		Mile Post Begin:	5.86	RFFA Cycle:	N/A
		Mile Post End:	6.54	UPWP:	No
		Length:	0.68	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	0
		Years Active:	4	OTC Approval:	No
		STIP Amend#:	21-24-0699	MTIP Amend#:	AB21-19-JUL3
<b>Detailed Description:</b> None currently ADD --> <b>On OR99W between MP 5.86 to MP 6.54, complete rehabilitation/safety improvements to include prohibiting NB left turns from OR99W onto I-5 ramp, traffic flow redirection through jug handle; Install EB right turn lane, install new signal at Taylors Ferry address median gaps and striping, plus add/improve signage; Install reflectorized backplates</b>					
<b>STIP Description:</b> Prohibit northbound left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install eastbound right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates. This project is expected to improve system and intermodal connectivity, public safety, and accessibility.					

LAST Amendment or Admin Mod: Non. 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/Sec 164	MS32	2018		\$ 720,100				\$ 720,100
<del>HSIP/Sec 164</del>	<del>ZS32</del>	<del>2019</del>			<del>\$ 139,000</del>			<del>\$ -</del>
HSIP/Sec 164	ZS32	2020			\$ 80,000			\$ 80,000
HSIP	ZS30	2021				\$ 2,116,600		\$ 2,116,600
NHPP	Z001	2021				\$ 8,973		\$ 8,973
								\$ -
								\$ -
Note: HSIP is 100% federal share. No match required.							<b>Federal Totals:</b>	<b>\$ 2,925,673</b>
<b>Fund Obligations Amount:</b>				\$ 720,100	\$ 80,000			Federal Aid ID
<b>EA Number:</b>				PE002944	R9586000			S091(093)
<b>Initial Obligation Date:</b>				4/23/2018	5/1/2020			
<b>Known Expenditures:</b>				\$ -	\$ -			
<b>EA End Date:</b>								
<b>State Funds</b>								
State (NHPP)	Match	2021					\$ 1,027	\$ 1,027
								\$ -
							<b>State Total:</b>	<b>\$ 1,027</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 720,100	<del>\$ 139,000</del>	\$ -	<del>\$ 2,116,600</del>	<del>\$ 2,975,700</del>
Phase Totals After Amend:			\$ -	\$ 720,100	\$ 80,000	\$ -	\$ 2,126,600	\$ 2,926,700
Year Of Expenditure (YOE):							\$	2,926,700

**Notes and Changes**

> Exempt Status: The project is a non-capacity enhancing project. It is exempt from air quality and transportation modeling analysis via 40 CFR 93.126, Table - Highway Safety Improvement Program implementation. Scope elements reflect safety channelization elements and are not capacity changing.

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

The Administrative Modification updates the ROW phase for the actual obligation amount and provides a minor cost adjustment to the construction phase. The net change to the project decreases by \$49,000 which equals 1.65% and is less than the 20% threshold.

**References and Additional Notes:**

> Admin Mod Eligible: The changes net cost decrease of 1.65% which is less than 20% and allowable 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.

> Does the project require air conformity and/or transportation modeling: No

> Is the project located on the Modeling network: Yes, Motor Vehicle network

> Model Type Facility: OR99W is defined as a Major Arterial

> NHS: Yes, Other NHS Routes

> 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Project Summary (#3)**

ODOT Key:	<b>21707</b>	MTIP ID:	71194
Project Type:	Existing Project	Completion Date:	9/30/2023
Name:	<del>US30B: St. Johns Bridge</del> <b>US30B: St Johns (Willamette River) Bridge</b>		
Lead Agency:	<b>ODOT</b>		
Description:	Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety for those below and extend the life of the structure.		
Amending:	<b><u>DELETE PHASE:</u></b> Delete the ROW phase and return the funds to the Bridge Program. Minor correction to the project name as well.		

Project Details	Administrative Amendment Justification Cost Phase deletions except for the construction phase can occur as an administrative modifications as long as the change is less than 20%
<ul style="list-style-type: none"> <li>ADD “Willamette River” to project name. Revised project name is now: <b>US30B: St Johns (Willamette River) Bridge</b></li> </ul>	

Project Funding	Funding Change Details
<p><b><u>Right of Way (ROW) Phase:</u></b></p> <ul style="list-style-type: none"> <li>DELETE federal State STBG fund type code (Z240) FY 2021 ROW phase cost of \$222,765</li> <li>DELETE State fund type code (match to State STBG) FY 2021 ROW phase cost of \$25,496</li> <li>Total ROW programmed amount decreases from \$248,261 to \$0</li> <li>Total project programming amount decreases from \$13,284,662 to \$13,036,401</li> </ul>	<p>Amendment submission items:</p> <ul style="list-style-type: none"> <li>✓ STIP Summary Report</li> <li>✓ MTIP Worksheet</li> </ul> <p>The Administrative Modification deletes the ROW phase and updates the project name. The cost decrease of \$248,261 represents a 1.87% cost change to the project which is less than 20%.</p>

MTIP Review & Certification Details
<ul style="list-style-type: none"> <li><b>Administrative Modification Authorized: Yes.</b> Phase deletions with cost changes for \$1 million or greater costing projects can occur as admin mods if the net change is less than 20%.</li> <li><b>Metro Legislation Required: No</b></li> <li><b>MTIP Eligibility Verification: Yes</b> <ul style="list-style-type: none"> <li>Includes federal transportation funds: <b>Yes</b></li> <li>Located on the Metro roadway network: <b>Yes</b> – Yes on Metro Motor Vehicle network</li> <li>Provides transportation system improvement: <b>Yes</b></li> </ul> </li> <li><b>Considered a Regionally Significant Project: Yes</b> – project has federal funds and is located on the Metro Pedestrian network</li> <li><b>Fiscal Constraint Review and Verification: Yes.</b></li> <li><b>RTP Consistency Review: Yes</b> <ul style="list-style-type: none"> <li><b>In Current RTP: Yes</b> - 12092 - Bridge Rehabilitation &amp; Repair</li> <li><b>RTP Description:</b> Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</li> </ul> </li> </ul>

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



- **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-** 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**  
**DELETE PHASE**  
Delete ROW Phase

<b>Lead Agency:</b> ODOT		Project Type: Bridge	<b>ODOT Key:</b> 21707
<b>Project Name:</b> <del>US30B: St. Johns Bridge</del> <b>US30B: St Johns (Willamette River) Bridge</b>	3	ODOT Type: Bridge	<b>MTIP ID:</b> 71194
		Capacity Enhancing: No	<b>Status:</b> 4
		Conformity Exempt: Yes	<b>Comp Date</b> 9/30/2023
		Performance Meas: Bridge	RTP ID: 12092
		On State Hwy Sys:	RFFA ID: N/A
		Mile Post Begin:	RFFA Cycle: N/A
		Mile Post End:	UPWP: No
		Length:	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 2	OTC Approval: No
STIP Amend#: 21-24-0796	MTIP Amend#: AB21-19-JUL3		

**Detailed Description:** Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety for those below and extend the life of the structure.

**STIP Description:** Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.

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>								
State STBG	Z240	2020		\$ 1,471,587				\$ 1,471,587
<del>State STBG</del>	<del>Z240</del>	<del>2021</del>			<del>\$ 222,765</del>			\$ -
State STBG	Z240	2022					\$ 10,225,975	\$ 10,225,975
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 11,697,562</b>
<b>Fund Obligations Amount:</b>				\$ 1,471,587	\$ -			Federal Aid ID
<b>EA Number:</b>				PE003209				
<b>Initial Obligation Date:</b>				6/17/2020				
<b>Known Expenditures:</b>				N/A	\$ -			
<b>EA End Date:</b>				N/A				
<b>State Funds</b>								
State	Match	2020		\$ 168,430				\$ 168,430
<del>State</del>	<del>Match</del>	<del>2021</del>			<del>\$ 25,496</del>			\$ -
State	Match	2021					\$ 1,170,409	\$ 1,170,409
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ 1,338,839</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 1,640,017	<del>\$ 248,261</del>	\$ -	\$ 11,396,384	<del>\$ 13,284,662</del>
Phase Totals After Amend:			\$ -	\$ 1,640,017	\$ -	\$ -	\$ 11,396,384	\$ 13,036,401
Year Of Expenditure (YOE):							\$	13,036,401



**Notes and Changes**

> Exempt Status: The project is a non-capacity enhancing project and is exempt per 40 CFR 93.126 Table 2 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

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

The Administrative Modification deletes the Right-of-Way (ROW) phase with the funds returning to the Bridge program. Per the current project review, the ROW has been determined not to be required. The cost change decreases the project by \$248,261 which equals a 1.87% cost change and is less than 20%.

**References and Additional Notes:**

- > Admin Mod Eligible: Deleting a phase other than construction where no scope change or major cost change occurs can progress administratively
- > 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 the project require air conformity or transportation demand modeling analysis? - No. The project is exempt.
- > Is the project located on the Metro modeling network: Yes - Motor Vehicle network
- > Model Type of facility: US30 is identified as a Throughway in the Motor Vehicle network
- > NHS: Yes, Other NHS Routes
- > 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Project Summary (#4)**

ODOT Key:	<b>21619</b>	MTIP ID: 71173
Project Type:	Existing Project	Completion Date: 9/30/2021
Name:	<b>Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)</b>	
Lead Agency:	<b>Oregon City</b>	
Description:	Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.	
Amending:	<b><u>SFLP FUND SWAP</u></b> The Administrative Modification swaps the federal HSIP for the state funded SFLP program funds	

Project Details	
<ul style="list-style-type: none"> <li>None</li> </ul>	<p>Administrative Amendment Justification</p> <p>Cost changes for \$1 million or greater project costs that are less than 20% can occur as administrative modifications</p>

Project Funding	
<p><b><u>Preliminary Engineering (PE):</u></b></p> <ul style="list-style-type: none"> <li>- DELETE federal HSIP fund type code (ZS30) FY 2021 PE phase cost of \$197,016</li> <li>- DELETE Local fund type code (match to HSIP) FY 2021 PE phase cost of \$16,621</li> <li>- Total PE phase cost decreases from \$213,637 to \$0</li> </ul> <p><b><u>Construction Phase:</u></b></p> <ul style="list-style-type: none"> <li>- DELETE federal HSIP fund type code (ZS30) FY 2023 Construction phase cost of \$923,806</li> <li>- DELETE Local fund type code (match to HSIP) FY 2023 Construction phase cost of \$77,935</li> <li>- ADD State SFLP fund type code (S060) FY 2021 Construction phase cost of \$922,200</li> <li>- ADD Local fund type code (match to SFLP) FY 2021 Construction phase cost of \$77,800</li> <li>- Total Construction phase programmed amount decreases from \$1,001,741 to \$1,000,000</li> <li>- Total project programming amount decreases from \$1,215,378 to \$1,000,000</li> </ul>	<p style="text-align: center;"><b><u>Funding Change Details</u></b></p> <p>Amendment submission items:</p> <ul style="list-style-type: none"> <li>✓ STIP Summary Report</li> <li>✓ MTIP Worksheet</li> <li>✓ Draft IGA approving SFLP award</li> </ul> <p>The Administrative Modification swaps out the HSIP awarded to the project for State SFLP funds.</p>

MTIP Review & Certification Details	
<ul style="list-style-type: none"> <li>• <b>Administrative Modification Authorized: Yes.</b> Fund swaps can occur administratively.</li> <li>• <b>Metro Legislation Required: No</b></li> <li>• <b>MTIP Eligibility Verification: Yes</b> <ul style="list-style-type: none"> <li>○ Includes federal transportation funds: <b>No</b></li> <li>○ Located on the Metro roadway network: <b>Yes</b></li> <li>○ Provides transportation system improvement: <b>Yes</b></li> </ul> </li> <li>• <b>Considered a Regionally Significant Project: Yes</b> – project is regionally significant based on safety improvements to a modeled arterial in the Motor Vehicle network</li> </ul>	

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes - 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): No**
- **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**  
**SFLP FUND SWAP**  
 HSIP changed to authorized SFLP

<b>Lead Agency:</b> Oregon City		Project Type:	O & M	<b>ODOT Key:</b> 21619	
<b>Project Name:</b> Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	4	ODOT Type	Safety	<b>MTIP ID:</b> 71173	
		Capacity Enhancing:	No	<b>Status:</b> 2	
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)  <b>Short Description:</b> Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.		Conformity Exempt:	Yes	<b>Comp Date</b> 9/30/2024	
		Performance Meas:	Safety	RTP ID: 12095	
		On State Hwy Sys:	No	RFFA ID: N/A	
		Mile Post Begin:	N/A	RFFA Cycle: N/A	
		Mile Post End:	N/A	UPWP: No	
		Length:	N/A	UPWP Cycle: N/A	
		1st Year Program'd:	2021	Past Amend: 0	
		Years Active:	1	OTC Approval: No	
		STIP Amend#: 21-24-0862		MTIP Amend#: AB21-19-JUL3	

**Detailed Description:** Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.

**STIP Description:** Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.

LAST Amendment or Admin Mod: None. First amendment to 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>\$ 197,016</del>				<del>\$ -</del>
<del>HSIP</del>	<del>ZS30</del>	<del>2023</del>				<del>\$ 923,806</del>		<del>\$ -</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>								
<b>SFLP</b>	<b>S060</b>	<b>2021</b>					<b>\$ 922,200</b>	<b>\$ 922,200</b>
							\$ -	\$ -
							\$ -	\$ -
Note: SFLP = State Funded Local Program = 92.22% state share							<b>State Total:</b>	<b>\$ 922,200</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2021</del>		<del>\$ 16,621</del>				<del>\$ -</del>
<del>Local</del>	<del>Match</del>	<del>2021</del>					<del>\$ 77,935</del>	<del>\$ -</del>
<b>Local</b>	<b>Match</b>	<b>2021</b>					<b>\$ 77,800</b>	<b>\$ 77,800</b>
							\$ -	\$ -
							\$ -	\$ -
							<b>Local Total</b>	<b>\$ 77,800</b>
Phase Totals Before Amend:			\$ -	<del>\$ 213,637</del>	\$ -	\$ -	<del>\$ 1,001,741</del>	<del>\$ 1,215,378</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>
							Year Of Expenditure (YOE):	\$ 1,000,000

**Notes and Changes**

- > Exempt Status: The project is exempt from air quality analysis per 40 CFR 93.126, Table 2 - .Highway Safety Improvement Program implementation.
- > Draft IGA, #34646 - SFLP (State Funded Local Program) authorization for the Beaver Creek Rd: Molalla Ave - S. Maplelane Rd (Oregon City) project

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

The Administrative Modification swaps the federal HSIP for the state funded SFLP program funds.

**References and Additional Notes:**

- > Admin Mod Eligible: Fund swaps that do not result in cost or scope changes can occur administratively.
- > 2018 RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: .Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Modeling network: Motor Vehicle plus pedestrian networks
- > Does project require air conformity and transportation modeling analysis; No. The project is a non capacity exempt project.
- > Is the project located on the Metro modeling network: - Yes. Beaverton Creek Rd is identified as a "Minor Arterial" in the Motor Vehicle Network
- > Model Type: Motor Vehicle Network
- > NHS: No
- > TCM Project: No
- > On CMP: No
- > 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Project Summary (#5)**

ODOT Key:	<b>21624</b>	MTIP ID:	71178
Project Type:	Existing Project	Completion Date:	9/30/2024
Name:	<del>W Burnside at SW St Clair Ave (Portland)</del> <b>West Burnside/NW 22nd Vicinity Pedestrian Signal</b>		
Lead Agency:	<b>Portland</b>		
Description:	Install a pedestrian hybrid beacon to increase pedestrian crossing safety.		
Amending:	<u><b>SLIP and NAME UPDATE:</b></u> Slip PE to FY 2022 and update project name		

**Project Details**

- UPDATE Project Name from “~~W Burnside at SW St Clair Ave (Portland)~~” to be “**West Burnside/NW 22nd Vicinity Pedestrian Signal**”

Administrative Amendment Justification

Phase slips within constrained years and name updates that do not reflect major scope changes can occur as administrative modifications

**Project Funding**

**Preliminary Engineering (PE) Phase:**

- DELETE federal HSIP fund type code **FY 2021** PE phase cost of \$105,712
- DELETE Local fund type code (match to HSIP) **FY 2021** PE phase cost of \$8,918
- ADD federal HSIP fund type code **FY 2022** PE phase cost of \$105,712
- ADD Local fund type code (match to HSIP) **FY 2022** PE phase cost of \$8,918
- Total PE phase programmed amount remains unchanged at \$114,630
- Total project programming amount remains unchanged to \$616,881

Funding Change Details

Amendment submission items:

- ✓ STIP Summary Report
- ✓ MTIP Worksheet

The Administrative Modification slips the PE phase to FY 2022 and updates the project name based on the slight re-alignment of the scope.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Phase slips within the constrained years and minor name changes can occur administratively.
- **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**
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes - 10250 - W Burnside Corridor Improvements**

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



- **RTP Description:** Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.
- **RTP and MTIP Costs Consistent:** **Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping:** **No**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - Safety and Operations Project
- **Project located on the National Highway System (NHS):** No
- **Capacity Enhancing Project:** **No:** The project is 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**  
**SLIP and NAME UPDATE**  
Slip PE and update project name

<b>Lead Agency:</b> Portland		Project Type: Safety	<b>ODOT Key:</b> 21624
<b>Project Name:</b> <del>W Burnside at SW St Clair Ave (Portland)</del> <b>West Burnside/NW 22nd Vicinity Pedestrian Signal</b>	5	ODOT Type: Safety	<b>MTIP ID:</b> 71178
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing: No	<b>Status:</b> 1
<b>Short Description:</b> Install a pedestrian hybrid beacon to increase pedestrian crossing safety.		Conformity Exempt: Yes	<b>Comp Date:</b> 9/30/2024
		Performance Meas: Safety	RTP ID: 10250
		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: 2021	Past Amend: 0
		Years Active: 1	OTC Approval: No
		STIP Amend#: 21-24-0850	MTIP Amend#: AB21-19-JUL3

**Detailed Description:** Install a pedestrian hybrid beacon to increase pedestrian crossing safety.

**STIP Description:** Install a pedestrian hybrid beacon to increase pedestrian crossing safety.

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>								
<del>HSIP (92.22%)</del>	<del>ZS30</del>	<del>2021</del>		<del>\$ 105,712</del>				\$ -
<b>AC-HSIP (92.22%)</b>	<b>ACPO</b>	<b>2022</b>		<b>\$ 105,712</b>				<b>\$ 105,712</b>
HSIP (92.22%)	ZS30	2023					\$ 463,176	\$ 463,176
								\$ -
								\$ -
<b>Note:</b>							<b>Federal Totals:</b>	<b>\$ 568,888</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>								
								\$ -
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2021</del>		<del>\$ 8,918</del>				\$ -
<b>Local</b>	<b>Match</b>	<b>2022</b>		<b>\$ 8,918</b>				<b>\$ 8,918</b>
Local	Match	2023					\$ 39,075	\$ 39,075
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 47,993</b>
Phase Totals Before Amend:			\$ -	\$ 114,630	\$ -	\$ -	\$ 502,251	\$ 616,881
Phase Totals After Amend:			\$ -	\$ 114,630	\$ -	\$ -	\$ 502,251	\$ 616,881
							Year Of Expenditure (YOE):	\$ 616,881

**Notes and Changes**

> Exempt Status: The project is a non-capacity enhancing, exempt project per 40 CFR 93.126, Table 2- Safety - Highway Safety Improvement Program implementation.

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

The Administrative Modification slips the PE phase to FY 2022 and updates the project name. There is no significant scope change. The total project cost remains unchanged at \$616,881.

**References and Additional Notes:**

- > Admin Mod Eligible: Phase slips within constrained years may occur via an admin mod. Project name changes where no major scope change is occurring also may be completed as an admin mod.
- > 2018 RTP ID: 10250 - W Burnside Corridor Improvements
- > RTP Description: Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.
- > Does the project require air conformity and transportation demand modeling analysis? - No. Exempt project.
- > Is the project located on Metro's modeling network? Yes - Motor Vehicle network & Pedestrian networks
- > Model Type: W Burnside St at 22nd Ave is identified as a Major Arterial in the Motor Vehicle network and a Pedestrian Parkway in the Pedestrian network
- > NHS: No
- > TCM Project: No
- > On CMP: No
- > 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Project Summary (#6)**

ODOT Key:	<b>20488</b>	MTIP ID: 70979
Project Type:	Existing Project	Completion Date: 9/30/2024
Name:	<b>North Dakota Street: Fanno Creek Bridge</b>	
Lead Agency:	<b>Tigard</b>	
Description:	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	
Amending:	<b><u>MINOR COST INCREASE</u></b> The Administrative Modification increases the construction by 2.46% adding \$248,426 based on the cost update for the phase. The increase is less than 20%	

**Project Details**

- None

**Administrative Amendment Justification**

Cost changes for \$1 million or greater project costs that are less than 20% can occur as administrative modifications

**Project Funding**

**Construction Phase:**

- DECREASE Local fund type code (match to AC-STBGS) FY 2023 Construction phase cost from \$907,940 to \$248,426
- ADD Local Other fund type code local overmatch) FY 2023 Construction phase cost of \$907,940
- Total Construction phase programmed amount increases from \$3,078,464 to \$3,326,890
- Total project programming amount increases from \$5,108,464 to \$5,356,890

**Funding Change Details**

Amendment submission items:

- ✓ STIP Summary Report
- ✓ MTIP Worksheet

The Administrative Modification adds \$248,426 to the construction phase which equals a 4.86% change and is less than the 20% threshold

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Minor cost changes for projects costing \$1 million or greater where the change is less than 20% and results in no scope change can occur administratively.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**
  - Located on the Metro roadway network: **No**
  - Provides transportation system improvement: **No** (not to an arterial identified on the Metro network)
- **Considered a Regionally Significant Project: No** – project is not regionally significant
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes - 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.

2021-24 Metropolitan Transportation Improvement Program (MTIP)

**Metro July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



- **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-** 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**  
**MINOR COST INCREASE**  
 Increase Construction phase cost by  
 \$248K

<b>Lead Agency:</b> Tigard		Project Type: Bridge	<b>ODOT Key:</b> 20488
<b>Project Name:</b> North Dakota Street: Fanno Creek Bridge	6	ODOT Type: Bridge	<b>MTIP ID:</b> 70979
		Capacity Enhancing: No	<b>Status:</b> 4
		Conformity Exempt: Yes	<b>Comp Date:</b> 9/30/2024
		Performance Meas: Bridge	RTP ID: 12092
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2019	Past Amend: 4
		Years Active: 3	OTC Approval: No
STIP Amend#: 21-24-0470	MTIP Amend#: AB21-19-JUL3		
<b>Detailed Description:</b> In the Southwest MPO region in Tigard on SW North Dakota St at Fanno Creek (w/o SW Tiedeman Ave), replace/ reconstruct bridge over Fanno Creek with a new single span bridge, maintain alignment, and raise vertical grade line to improve site distance approaching RR crossing			
<b>STIP Description:</b> Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.			

LAST Amendment or Admin Mod: Administrative. COST INCREASE - February 20221 - AB21-09-FEB1 -Add \$532k to PE phase to address consultant costs to PE phase.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State STBG	Z240	2019		\$ 958,316				\$ 958,316
AC-STBGS	ACPO	2019		\$ 477,364				\$ 477,364
AC-STBGS	ACPO	2022			\$ 385,839			\$ -
AC-STBGS	ACPO	2023					\$ 2,170,524	\$ 2,170,524
								\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 3,606,204</b>
<b>Note:</b>				\$ 477,364	\$ -			Federal Aid ID
<b>Fund Obligations Amount:</b>				\$ 477,364	\$ -			
<b>EA Number:</b>				PE003089				
<b>Initial Obligation Date:</b>				3/18/2020				
<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>								
Local (STBG)	Match	2019		\$ 109,684				\$ 109,684
Local (AC)	Match	2019		\$ 54,636				\$ 54,636
Local (AC)	Match	2022			\$ 44,161			\$ 44,161
<del>Local (AC)</del>	<del>Match</del>	<del>2023</del>					<del>\$ 907,940</del>	<del>\$ -</del>
<b>Local (AC)</b>	<b>Match</b>	<b>2023</b>					<b>\$ 248,426</b>	<b>\$ 248,426</b>
<b>Other</b>	<b>OTH0</b>	<b>2023</b>					<b>\$ 907,940</b>	<b>\$ 907,940</b>
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 1,364,847</b>
<b>Notes: Other local funds in the construction phase are overmatch</b>								
<b>Phase Totals Before Amend:</b>			\$ -	\$ 1,600,000	\$ 430,000	\$ -	<b>\$ 3,078,464</b>	<del>\$ 5,108,464</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 1,600,000	\$ 430,000	\$ -	<b>\$ 3,326,890</b>	<b>\$ 5,356,890</b>
							<b>Year Of Expenditure (YOE):</b>	<b>\$ 5,356,890</b>

**Notes and Changes**

> Exempt Status: The project is exempt under 40 CFR 93.126 Table 2 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).

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

The Administrative Modification increases the construction by 4.86% adding \$248,426 based on the cost update for the phase. The increase is less than 20%.

**References and Additional Notes:**

- > Admin Mod Eligible: The cost increase is less than the 20% threshold for \$1 million or greater costing projects.
- > 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 the project require air conformity or transportation demand modeling analysis: No
- > Is the project located on the Metro modeling network? No
- > Model Type: N/A
- > NHS: No
- > TCM Project: No
- > On CMP: No
- > Performance Measurements Apply: Yes - subcategory = Bridge
- > 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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



**Project Summary (#7)**

ODOT Key:	<b>20849</b>	MTIP ID: 71230
Project Type:	Existing Project	Completion Date: 12/31/2023
Name:	<b>MAX Red Line Extension &amp; Reliability Improvements</b>	
Lead Agency:	<b>TriMet</b>	
Description:	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	
Amending:	<b><u>ADD NEW FUNDS</u></b> The admin mod adds \$15,721,739 of ARP Act funds (100% federal) to the construction phase as FTA Other funds	

**Project Details**

- None

Administrative Amendment Justification  
Cost changes that are less than 30% can occur as administrative modifications for FTA based projects

**Project Funding**

**Construction Phase:**

- ADD federal **FTA Other** fund type code (AR09) FY 2021 Construction phase cost of \$15,721,739  
*(No change to matching funds. The ARP funds are 100% federal)*
- Total Construction phase programmed amount increases from \$190,744,465 to \$206,466,204
- Total project programming amount decreases from \$224,644,461 to \$240,366,200

Funding Change Details  
Amendment submission items:  
✓ ARP Act of 2021 Table 7 Grant Award list  
✓ Metro & TriMet programming discussions

The Administrative Modification adds \$15,721,739 of 100% federal ARP grant funds to the Construction phase. The additional funds increases the project cost from \$224,644,461 to \$240,366,200 which equals a 7% increase to the project.

**MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** Cost increases without scope changes which are less than 30% can occur administratively.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **No**
  - Located on the Metro roadway network: **No, but yes on Metro's Transit Network**
  - Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – The project is regionally significant
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes** - 10922 - HCT: MAX Red Line Improvements Project - Capital Construction
  - **RTP Description:** Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway



Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

- **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: No**
- Bridge Rehabilitate & Repair
- Culvert Replacement & Repair
- Highway Pavement Maintenance
- Safety and Operations Project
- **Project located on the National Highway System (NHS): No**
- **Capacity Enhancing Project: Yes:** The project is not exempt under 40 CFR 93.126, Table 2. It has completed its required air quality and transportation analysis as part of the 2018 RTP Update.
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #2 – Shared Prosperity
  - **Objective 2.1- Connected Region**
  - **Description:** Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.
- **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 July Administrative Modification Bundle #3**

Modification Number: **AB21-19-JUL3** Resolution: N/A

Number of projects within this amendment: **7 total**

Project Narratives



FEDERAL TRANSIT ADMINISTRATION

Table 7

AMERICAN RESCUE PLAN ACT OF 2021 -- CAPITAL INVESTMENTS-- PROGRAM ALLOCATIONS			
Last Updated June 11, 2021			
State	Discretionary ID	Project Location and Description	Allocation
AZ	D2021-RPNS-001	Phoenix, South Central Light Rail Extension/Downtown Hub	\$81,294,942
AZ	D2021-RPSS-001	Tempe, Tempe Streetcar	17,406,412
CA	D2021-RPCC-001	San Carlos, Peninsula Corridor Electrification Project	52,415,186
CA	D2021-RPCC-002	San Francisco, Transbay Corridor	87,075,134
CA	D2021-RPNS-002	Los Angeles, Regional Connector	59,228,415
CA	D2021-RPNS-003	Los Angeles, Westside Subway Section 1	66,428,844
CA	D2021-RPNS-004	Los Angeles, Westside Subway Section 2	58,417,784
CA	D2021-RPNS-005	Los Angeles, Westside Subway Section 3	93,437,754
CA	D2021-RPNS-006	San Diego, Mid-Coast Corridor Transit Project	57,098,330
CA	D2021-RPNS-007	San Francisco - Third Street Light Rail-Central Subway Project	23,121,562
CA	D2021-RPNS-008	Santa Ana and Garden Grove Streetcar	9,407,272
CA	D2021-RPSS-002	San Francisco, Van Ness BRT	21,889,182
CA	D2021-RPSS-003	San Bernardino, West Valley Connector BRT	26,088,771
FL	D2021-RPSS-004	Jacksonville, Southwest Corridor BRT	2,430,716
FL	D2021-RPSS-005	Miami-Dade, South Corridor Rapid Transit Project	29,531,546
FL	D2021-RPSS-006	St. Petersburg, Central Avenue BRT	3,276,537
HI	D2021-RPNS-009	Honolulu - High Capacity Transit Corridor	70,000,000
IL	D2021-RPCC-003	Chicago, Red and Purple Modernization Phase 1	30,650,898
IN	D2021-RPNS-010	Gary, Double Track Northwest Indiana	24,585,403
IN	D2021-RPNS-011	Lake County, West Lake Corridor	43,971,185
IN	D2021-RPSS-007	Indianapolis, IndyGo Purple Rapid Transit Line	12,008,210
MA	D2021-RPNS-012	Boston, Green Line Extension	103,554,165
MD	D2021-RPNS-013	Maryland National Capital Purple Line	106,163,372
MN	D2021-RPNS-014	Minneapolis, Southwest Light Rail Transit	30,552,442
MN	D2021-RPSS-008	Minneapolis, Orange Line BRT	11,362,644
MO	D2021-RPNS-015	Kansas City, Streetcar Main Street Extension	24,673,482
NC	D2021-RPSS-009	Charlotte, LYNX Streetcar Phase 2	11,122,146
NC	D2021-RPSS-010	Raleigh, Wake Bus Rapid Transit New Bern Avenue Project	5,404,048
NJ	D2021-RPCC-004	Hudson County, Portal North Bridge Project	77,821,390
NY	D2021-RPNS-016	New York - East Side Access	70,000,000
NY	D2021-RPSS-011	Albany, Washington/Western BRT	2,490,772
OR	D2021-RPSS-012	Portland, Division Transit BRT	12,963,076
OR	D2021-RPSS-013	Portland, MAX Red Line Extension and Reliability Improvements	15,721,739
PA	D2021-RPSS-014	Pittsburgh, Downtown-Uptown-Oakland-East End BRT	19,285,801
TX	D2021-RPCC-005	Dallas, DART Red and Blue Line Platform Extensions	2,471,166
TX	D2021-RPSS-015	El Paso, Montana BRT	3,111,053
UT	D2021-RPSS-016	Ogden, Ogden/Weber State University Bus Rapid Transit	6,254,183
WA	D2021-RPNS-017	Seattle, Lynnwood Link Extension	94,047,724
WA	D2021-RPNS-018	Seattle, WA Federal Way Light Rail Project	158,583,550
WA	D2021-RPSS-017	Spokane, Central City BRT	5,754,747
WA	D2021-RPSS-018	Tacoma, Tacoma Link Extension	20,704,007
WA	D2021-RPSS-019	Everett, Swift Orange	6,498,606
WA	D2021-RPSS-020	Seattle, Madison BRT	10,897,354
WA	D2021-RPSS-021	Vancouver, Mill Plain BRT	3,704,781
WI	D2021-RPSS-022	Milwaukee, East-West BRT	2,093,669
<b>GRAND TOTAL</b>			<b>€1,675,000,000</b>



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

**Administrative Modification**  
**ADD FUNDS**  
Add ARP Act grant award

<b>Lead Agency:</b> TriMet		Project Type: Transit	ODOT Key: <b>20849</b>		
<b>Project Name:</b> MAX Red Line Extension & Reliability Improvements	<b>7</b>	ODOT Type: Transit	MTIP ID: <b>71230</b>		
		Performance Meas: Yes	Status: <b>6</b>		
<b>Project Status:</b> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Capacity Enhancing: Yes	Comp Date: <b>12/31/2023</b>		
		Conformity Exempt: No	RTP ID: 10922		
<b>Short Description:</b> Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.		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		
		Flex Transfer to FTA: Yes	FTA Code: 5307		
		1st Year Program'd: 2018	Past Amend: 2		
		Years Active: 4	OTC Approval: No		
		STIP Amend #: TBD	MTIP Amnd #: AB21-19-JUL3		
		<b>Detailed Description:</b> In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations. This also includes new Light Rail Vehicles.			
		<b>STIP Description:</b> Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, and construct new light rail bridge and Red Line station at Gateway along with a new pedestrian/bicycle path. This extension will increase capacity and improve the reliability of the entire MAX light rail system			
Past Amendments: Formal, August 2020 -AG21-01-AUG, ADD NEW PROJECT: The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.					

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
5309 SS	FF30	2021			\$ 2,608,462			\$ 2,608,462
FTA 5309 SS	FF30	2021				\$ 97,391,538		\$ 97,391,538
<b>FTA Other</b>	<b>AR09</b>	<b>2021</b>				<b>\$ 15,721,739</b>		<b>\$ 15,721,739</b>
CMAQ	Z400	2021				\$ 4,946,372		\$ 4,946,372
Cons 5309 SS = \$97,391,538 + ARP Act of 2021 FTA other of \$15,721,739 (100% federal)							<b>Federal Totals:</b>	<b>\$ 124,668,111</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Other	OTH0	2018					\$ 10,499,072	\$ 10,499,072
Local	Match	2021		\$ 457,818				\$ 457,818
Other	OTH0	2021		\$ 13,726,182				\$ 13,726,182
Local	Match	2021			\$ 2,608,462			\$ 2,608,462
Local	Match	2021				\$ 87,840,421		\$ 87,840,421
Local (CMAQ)	Match	2021				\$ 566,134		\$ 566,134
							<b>Local Total</b>	<b>\$ 115,698,089</b>
Phase Totals Before Amend:			\$ -	\$ 18,184,000	\$ 5,216,924	<del>\$ 190,744,465</del>	\$ 10,499,072	\$ 224,644,461
Phase Totals After Amend:				\$ 18,184,000	\$ 5,216,924	<b>\$ 206,466,204</b>	\$ 10,499,072	<b>\$ 240,366,200</b>
							Year Of Expenditure (YOE):	\$ 240,366,200

Programming Notes:

- (1) The Other phase with \$10,499,072 represents prior obligated project development expenditures
- (2) The total 5309 Small Starts grant totals \$100,000,000. The 5309 is reduced in the Construction phase to increase the ROW phase.
- (3) The total local matching funds towards the 5309 FTA grant include the following: ROW of \$2,608,462 + PE Local Other funds of \$13,726,182 + Project Development funds of \$10,499,072 + Construction phase match to 5309 of \$87,840,421 for a matching fund total of \$114,674,137. The STBG and CMAQ local matches are separate. Under Pre-Award Authority, local funds in PE and the Other phase for project development may count towards the 50% local match requirement.
- (4) The grant award of \$15,721,739 is programmed as FTA Other. It is 100% federal no match required. The ARP grant award is added to the construction phase.
- (5) the cost increase to the project (adding the \$15,721,739 increases the project to \$240,366,200 which equals a 7% increase to the project and is less than the 30% threshold.

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment adds the new CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well. Including the CMAQ and Other phase project development local funding per FTA's direction increases the total project cost to \$224,644,461. The phase cost adjustments also includes a ROW phase cost increase as well. Without the project development costs, the project's total implementation costs are \$214,145,387.

> Will Performance Measurements Apply: Yes

**RTP References:**

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review:

> 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.

> 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.

> No action to the UPWP is required.

**Fund Codes:**

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro

CMAQ = Congestion Mitigation Air Quality (CMAQ) improvement funds which support projects that provide measurable air quality improvements

> Local = General local funds provided by the lead agency as part of the required match to the project

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

**Other**

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

> TCM project: No