



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: October 24, 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: October #2 FY 2021 (FFY 2022) Administrative Modification Bundle #2 AM22-02-OCT2 Approval Request to the 2021-26 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 October #2 FY 2021 Administrative Modification, Bundle #2 to the 2021-26 MTIP is under Metro amendment number AM22-02-OCT2. The October #2 2021 Admin Mod Bundle #2 bundle contains a total of 6 projects and are summarized below:

Key	Lead Agency	Name	Change
22130	Forest Grove	Council Creek Tr: Douglas St-Hatfield Govt Ctr	Fund swap (STBG to Local funds)
20486	ODOT	I-5 over 26th Avenue Bridge	Delete ROW phase and shift to PE
21495	ODOT	OR212/224 Arterial Corridor Management	Description update to include minor MP limits correction
21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Slip Construction phase from FFY 2022 to FFY 2023
22467	ODOT	I-205: I-5 - OR 213, Phase 1A <b>See</b> I-205: I-5 - OR 213, Phase 1A.	Minor correction to the project name
22407	Washington County	Washington County Regional ATC Controller Project	Cost decreases for later SFLP conversion. Note: The 20% threshold is waived for this project

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 October #2 2021 MTIP Administrative Modification.

*Kenneth F Lobeck*

Kenneth F. Lobeck  
 Funding Programs Lead  
 Metro  
 600 NE Grand Avenue  
 Portland, OR 9723

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle**

<b>Key Number</b>	<b>22130</b>	<b>MTIP ID</b>	<b>71096</b>
Name:	Council Creek Tr: Douglas St-Hatfield Govt Ctr		
Lead Agency:	Forest Grove		
Changes:	> Change the federal STBG to local funds > Tweak the project description to include: " <b>to provide a safe off-street alternative to the parallel TV Hwy</b> " after Government Center Max		
Notes:	A metro project review determined a fund exchange was possible to allow this project to proceed as a locally funded project to maximize to use of the funds.		
AM Eligible:	Fund swaps within the same constrained year are eligible to occur as an administrative modification		



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

**Administrative Modification**  
**FUND CHANGE**  
 Change STBG to be local funds

<b>Lead Agency:</b>	<b>Forest Grove</b>		Project Type:	Capital	<b>ODOT Key:</b>	<b>22130</b>
<b>Project Name:</b>	<b>Council Creek Tr: Douglas St-Hatfield Govt Ctr</b>	<b>1</b>	ODOT Type	BikePed	<b>MTIP ID:</b>	<b>71096</b>
			Capacity Enhancing:	No	<b>Status:</b>	<b>A</b>
<b>Project Status:</b> A = In approved MTIP moving forward to obligate funds			Conformity Exempt:	Yes	<b>Comp Date</b>	<b>9/30/2024</b>
			Performance Meas:	No	RTP ID:	10806
<b>Short Description:</b> Complete Project activities to construct the future 6-mile Council Creek Trail along the PNWR corridor from Douglas St in Forest Grove east to Hillsboro Hatfield Government Center Max <b>to provide a safe off-street alternative to the parallel TV Hwy</b>			On State Hwy Sys:	No	RFFA ID:	50382
			Mile Post Begin:	N/A	RFFA Cycle:	2018-21
			Mile Post End:	N/A	UPWP:	No
			Length:	N/A	UPWP Cycle:	N/A
			1st Year Program'd:	2022	Past Amend:	0
			Years Active:	1	OTC Approval:	No
			STIP Amend#:	TBD	MTIP Amend#:	AM22-02-OCT2

**Detailed Description:** Along the Portland & Western Railroad (PNWR) corridor from Forest Grove at Douglas St east to Hillsboro Hatfield Government Center Max Station (approx. 6 miles). Complete project development work for the future Council Creek Bike/pedestrian active transportation commuter path

**STIP Description:** Complete project development activities to construct the future 6-mile Council Creek Trail along the Portland & Western Railroad (PNWR) corridor from Douglas St in Forest Grove east to Hillsboro Hatfield Government Center Max Station. The trail will provide a safe off-street alternative to the parallel Tualatin Valley Highway.

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>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 13,459,530</del>	-				\$ -
								\$ -
								\$ -
								\$ -
Note:							<b>Federal Totals:</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>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 154,050</del>					\$ -
TriMet GF	OTH0	2022	\$ 13,613,580					\$ 13,613,580
								\$ -
								\$ -
							<b>Local Total</b>	\$ 13,613,580
Phase Totals Before Amend:			\$ 13,613,580	\$ -	\$ -	\$ -	\$ -	\$ 13,613,580
Phase Totals After Amend:			\$ 13,613,580	\$ -	\$ -	\$ -	\$ -	\$ 13,613,580
Year Of Expenditure (YOE):								\$ 13,613,580

**Notes and Changes**

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - .Other - Planning and Technical Studies

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

The Administrative Modification changes the feasibility/alternatives analysis/pre-NEPA project development study from a federalized project with STBG to a locally funded project. Metro completed a fund exchange with TriMet which provided Metro with the local funds for the study. The STBG has been committed to TriMet projects. The Council Creek Trail study will progress as a locally funded project managed by Metro. Citing TriMet local funds reflects the source of the local funds for the project.

> Support Materials: Prior decision to de-federalized the RFFA award

**Other Review Areas:**

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 10806 - Council Creek Regional Trail (East-West)

> OTC or Metro approvals required: No

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle #2**

<b>Key Number</b>	<b>20486</b>	<b>MTIP ID</b>	<b>70977</b>
Name:	I-5 Over 26th Avenue Bridge		
Lead Agency:	ODOT		
Changes:	> Delete the ROW and shift the funds (\$250k total) back to PE. Scope and total costs do not change.		
Notes:	Bridge survey determined that the ROW phase was not required.		
AM Eligible:	Shifting funds between constrained phases where no scope or cost change results can occur as an administrative modification		



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

**Administrative Modification**  
**FUND PHASE SHIFT**  
Delete ROW phase and shift funds to PE phase.

<b>Lead Agency:</b>	<b>ODOT</b>		Project Type:	Capital	<b>ODOT Key:</b>	<b>20486</b>
<b>Project Name:</b>	<b>I-5 Over 26th Avenue Bridge</b>	<b>2</b>	ODOT Type:	Bridge	<b>MTIP ID:</b>	<b>70977</b>
<b>Project Status:</b>	<b>4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%,90% design activities initiated).</b>		Capacity Enhancing:	No	<b>Status:</b>	<b>4</b>
<b>Short Description:</b>	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.		Conformity Exempt:	Yes	<b>Comp Date</b>	<b>9/30/2026</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:	296.00	UPWP:	No
			Length:	0.03	UPWP Cycle:	N/A
			1st Year Program'd:	2018	Past Amend:	4
			Years Active:	5	OTC Approval:	No
			STIP Amend#:	21-24-1471	MTIP Amend#:	AM22-02-OCT2
<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, June 2021, AB21-16-JUN1- PHASE SLIP: Slip the ROW and Construction phase from FFY 2021 to FFY 2022

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
<b>AC-NHPP (92.22%)</b>	<b>ACPO</b>	<b>2018</b>		<b>\$ 230,550</b>				<b>\$ 230,550</b>
<del>AC-NHPP (92.22%)</del>	<del>ACPO</del>	<del>2022</del>			<del>\$ 224,325</del>			\$ -
AC-NHPP (92.22%)	ACPO	2022					\$ 26,793,259	\$ 26,793,259
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 31,678,493</b>
<b>Fund Obligations Amount:</b>				\$ 4,654,684				Federal Aid ID
<b>EA Number:</b>								S001(522)
<b>Initial Obligation Date:</b>				5/7/2018				
<b>Known Expenditures:</b>				N/A				
<b>EA End Date:</b>				N/A				
<b>State Funds</b>								
State	Match	2018		\$ 392,685				\$ 392,685
<b>State</b>	<b>Match</b>	<b>2018</b>		<b>\$ 19,450</b>				<b>\$ 19,450</b>
<del>State</del>	<del>Match</del>	<del>2022</del>			<del>\$ 25,675</del>			\$ -
State	Match	2022					\$ 2,260,372	\$ 2,260,372
								\$ -
							<b>State Total:</b>	<b>\$ 2,672,507</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 5,047,369</del>	<del>\$ 250,000</del>	\$ -	\$ 29,053,631	\$ 34,351,000
Phase Totals After Amend:			\$ -	<b>\$ 5,297,369</b>	<b>\$ -</b>	\$ -	\$ 29,053,631	\$ 34,351,000
Year Of Expenditure (YOE):							\$	34,351,000

**Notes and Changes**

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis 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 ROW phase and shifts the funds back to the PE phase. A project review determined that the row phase was not required..

> Support Materials: STIP Summary Report, STIP IMPACTS Worksheet,

**Other Review Areas:**

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 12092

> OTC or Metro approvals required: No

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle #2**

<b>Key Number</b>	<b>21495</b>	<b>MTIP ID</b>	<b>71075</b>
Name:	OR212/224 Arterial Corridor Management		
Lead Agency:	ODOT		
Changes:	Update project limits via detailed description to include site location at MP 4.35		
Notes:	Updated limits are for clarification. No scope or cost change results		
AM Eligible:	Minor technical changes that do not impact scope or costs can occur as administrative modifications		



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

**Administrative Modification**  
**LIMITS CLARIFICATION**  
 Modify Detailed description to include specific MP references

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b>	<b>21495</b>
<b>Project Name:</b> OR212/224 Arterial Corridor Management	<b>3</b>	ODOT Type	Preserve	<b>MTIP ID:</b>	<b>71075</b>
		Capacity Enhancing:	No	<b>Status:</b>	<b>6</b>
<b>Project Status:</b> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).	OR212	Conformity Exempt:	Yes	<b>Comp Date</b>	<b>9/30/2025</b>
		Performance Meas:	ITS/Safety	RTP ID:	11104
<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)	0.08	On State Hwy Sys:	OR224	RFFA ID:	N/A
	0.08	Mile Post Begin:	3.82	RFFA Cycle:	N/A
		Mile Post End:	8.16	UPWP:	No
		Length:	4.34	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	1
		Years Active:	2	OTC Approval:	No
	STIP Amend#: 21-24-1530		MTIP Amend#: AM22-02-OCT2		

**Detailed Description:** On OR 212/224, **(on OR 224 at MPs 3.82, 4.35, and 8.16)** ~~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.

**STIP Description:** 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: .Administrative, June 2021 - AB21-16-JUN1- PHASE SLIP: Slip the Construction and Other phases from FFY 2021 to FFY 2022 due to lack of resources which has delayed the project schedule

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020		\$ 300,000				\$ 300,000
ATCMTD	Z44A	2022				\$ 2,425,000		\$ 2,425,000
ATCMTD	Z44A	2022					\$ 75,000	\$ 75,000
								\$ -
Note:							<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 exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - .Traffic control devices and operating assistance other than signalization projects.

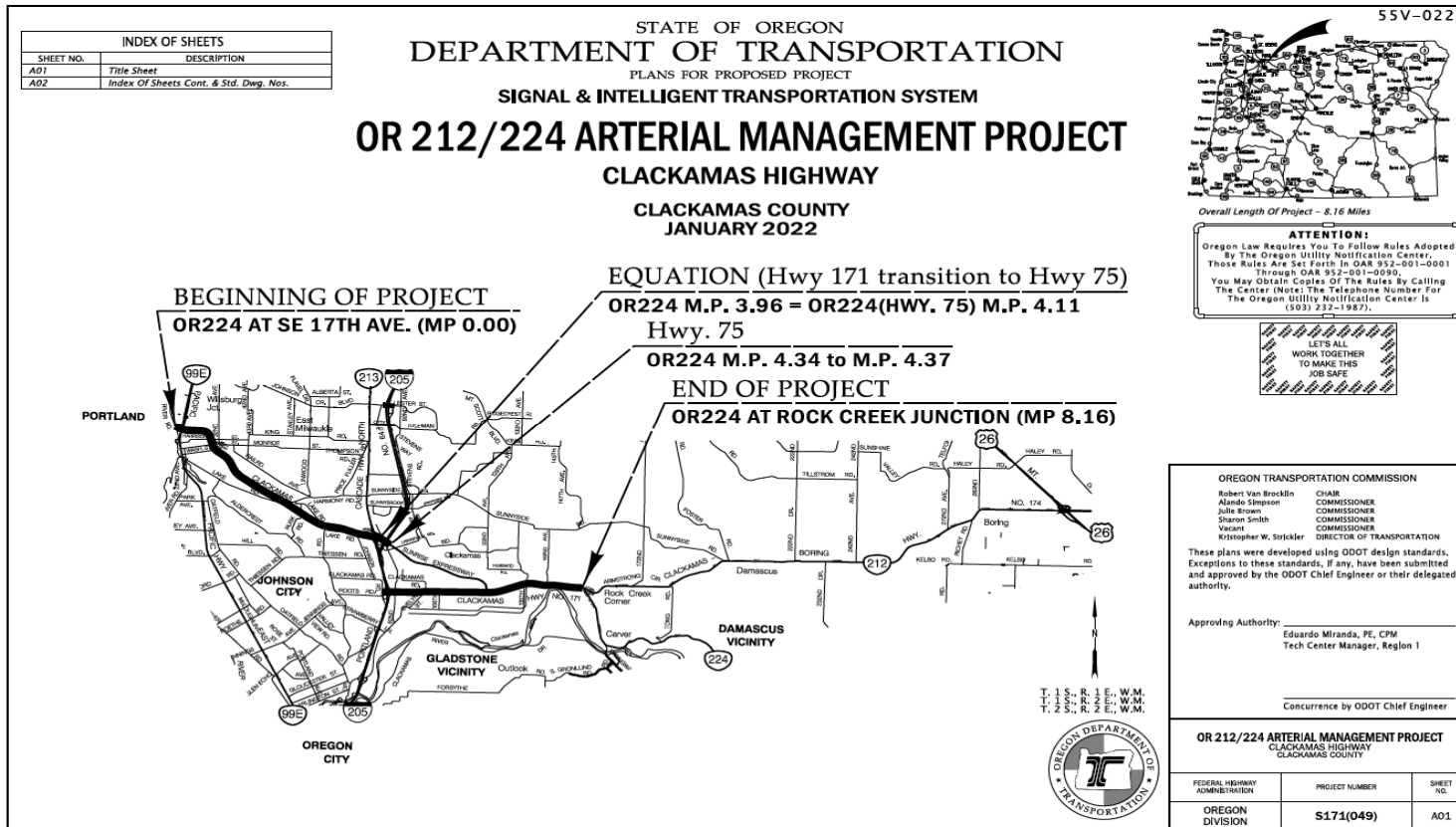
**Reason for Modification and Summary of Changes plus Impacts:**

The Administrative Modification updates the project MP limits to include MP 4.35 as a site location for the project.

> Support Materials: STIP Summary Report, STIP IMPACTS Worksheet, Project Location Summary Map

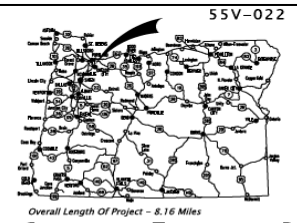
**Other Review Areas:**

- > Capacity enhancing: No
- > Modeled project: No
- > RTP Verification: Yes, ID 11104
- > OTC or Metro approvals required: No



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	Title Sheet
A02	Index Of Sheets Cont. & Std. Dwg. Nos.

STATE OF OREGON  
**DEPARTMENT OF TRANSPORTATION**  
 PLANS FOR PROPOSED PROJECT  
**SIGNAL & INTELLIGENT TRANSPORTATION SYSTEM**  
**OR 212/224 ARTERIAL MANAGEMENT PROJECT**  
**CLACKAMAS HIGHWAY**  
**CLACKAMAS COUNTY**  
**JANUARY 2022**



Overall Length Of Project - 8.16 Miles

**ATTENTION:**  
 Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. Those Rules Are Set Forth In OAR 93.2-001-0001 Through OAR 93.2-001-0030. You May Obtain Copies Of The Rules By Calling The Center (Note: The Telephone Number For The Oregon Utility Notification Center is (503) 232-1987).



**OREGON TRANSPORTATION COMMISSION**

Robert Van Brocklin CHAIR  
 Alanda Simpson COMMISSIONER  
 Julie Brown COMMISSIONER  
 Sharon Smith COMMISSIONER  
 Vaseen COMMISSIONER  
 Kristopher W. Strickler DIRECTOR OF TRANSPORTATION

These plans were developed using ODOT design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their delegated authority.

Approving Authority: Eduardo Miranda, PE, CPM  
 Tech Center Manager, Region 1

Concurrence by ODOT Chief Engineer

**OR 212/224 ARTERIAL MANAGEMENT PROJECT**  
 CLACKAMAS HIGHWAY  
 CLACKAMAS COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	S171(049)	A01



FD003171/1/1

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle #2**

<b>Key Number</b>	<b>21177</b>	<b>MTIP ID</b>	<b>71035</b>
Name:	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd		
Lead Agency:	ODOT		
Changes:	> Slip the construction phase from FFY 2022 to FFY 2023 > Update phase fund type codes		
Notes:	ROW phase taking longer to complete due to added time for ROW appraisals which will delay the construction phase until FFY 223		
AM Eligible:	Phase slips among constrained years that do not result in scope changes may occur as an administrative modifications.		



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

**Administrative Modification**  
**PHASE SLIP**  
 Slip Construction phase from FFY  
 2022 to FFY 2023

<b>Lead Agency:</b>	<b>ODOT</b>		Project Type:	O&M		<b>ODOT Key:</b>	<b>21177</b>
<b>Project Name:</b> OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd		<b>4</b>	ODOT Type:	Multiple		<b>MTIP ID:</b>	<b>71035</b>
			Capacity Enhancing:	No		<b>Status:</b>	<b>5</b>
<b>Project Status:</b> 5 = (ROW) Right of Way phase activities initiated and in progress			Conformity Exempt:	Yes		<b>Comp Date</b>	<b>9/30/2025</b>
			Performance Meas:	Multiple		RTP ID:	12094
<b>Short Description:</b> On OR213 (82nd Ave) from SE Foster Rd to SE Thompson Rd, repave/rehab road, upgrade ADA ramps, address drainage, add bridge surface projection, and enhance ped crossings (HB2017 \$9.2 million original Award)			On State Hwy Sys:	OR213		RFFA ID:	N/A
			Mile Post Begin:	5.76		RFFA Cycle:	N/A
			Mile Post End:	8.49		UPWP:	No
			Length:	2.73		UPWP Cycle:	N/A
			1st Year Program'd:	2018		Past Amend:	<b>6</b>
			Years Active:	5		OTC Approval:	No
<b>Detailed Description:</b> Repave/rehabilitate roadway, upgrade ADA ramps, and address drainage as needed from SE Foster - SE Lindy. Add bridge surface protection to bridge #04566B. Enhance pedestrian crossings at SE Thompson, SE Glencoe, SE Clatsop, and SE Cooper. Sidewalk infill from SE Clatsop - SE Lindy. MPs are 5.76 to 8.49.				STIP Amend#:	21-24-0379	MTIP Amend#:	AM22-02-OCT2
<b>STIP Description:</b> Repave/rehabilitate roadway, upgrade curb ramps, and add surface protection to Johnson Creek Bridge to remove ruts from vehicle wear and provide a safer travel surface. Enhance pedestrian crossings at SE Thompson, SE Glencoe, SE Clatsop, and SE Cooper. Sidewalk infill from SE Clatsop - SE Lindy to enable safer pedestrian travel.							

**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		\$ 2,985,832				\$ 2,985,832
<del>ADVCON</del>	<del>ACP0</del>	<del>2020</del>			<del>\$ 3,876,903</del>			\$ -
AC-STBGS	ACP0	2020			\$ 3,409,740			\$ 3,409,740
NHPP	Z001	2020			\$ 305,082			\$ 305,082
<del>ADVCON</del>	<del>ACP0</del>	<del>2020</del>				<del>\$ 853,512</del>		\$ -
AC-STBGS	ACP0	2020				\$ 822,106		\$ 822,106
STBGS	Z240	2020				\$ 31,406		\$ 31,406
<del>ADVCON</del>	<del>ACP0</del>	<del>2022</del>					<del>\$ 7,096,827</del>	\$ -
<del>STBGS</del>	<del>Z240</del>	<del>2022</del>					<del>\$ 1,731,123</del>	\$ -
<del>HSIP</del>	<del>SZS30</del>	<del>2022</del>					<del>\$ 2,914,111</del>	\$ -
AC-STBGS	ACP0	2023					\$ 11,663,379	\$ 11,663,379
Note:							<b>Federal Totals:</b>	<b>\$ 19,217,545</b>
<b>Fund Obligations Amount:</b>				\$ 2,985,832	\$ 3,714,822	\$ 853,512		Federal Aid ID
<b>EA Number:</b>				PE002904	R9556000	U0000186		s068(031)
<b>Initial Obligation Date:</b>				2/21/2018	8/14/2020	9/18/2020		
<b>Known Expenditures:</b>				N/A	N/a	N/A		
<b>EA End Date:</b>				N/A	N/A	N/A		

State Funds									
State	Match	2018		\$	341,742			\$	341,742
<del>State</del>	<del>Match</del>	<del>2020</del>				<del>\$ 443,729</del>		\$	-
State (AC)	Match	2020				\$ 390,260		\$	390,260
State (NHPP)	Match	2020				\$ 34,918		\$	34,918
State	S010	2020				\$ 38,000		\$	38,000
<del>State</del>	<del>Match</del>	<del>2020</del>					<del>\$ 97,688</del>	\$	-
State (AC)	Match	2020					\$ 94,094	\$	94,094
State (STBG)	Match	2020					\$ 3,594	\$	3,594
<del>State (AC)</del>	<del>Match</del>	<del>2022</del>						<del>\$ 812,264</del>	\$ -
<del>State (STBGS)</del>	<del>Match</del>	<del>2022</del>						<del>\$ 198,135</del>	\$ -
<del>State (HSIP)</del>	<del>Match</del>	<del>2022</del>						<del>\$ 24,584</del>	\$ -
State (AC)	Match	2023						\$ 1,334,926	\$ 1,334,926
								<b>State Total:</b>	<b>\$ 2,237,534</b>
Local Funds									
								\$	-
								\$	-
								<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$	-	\$	3,327,574	<del>\$ 4,320,632</del>	\$	951,200	<del>\$ 12,777,044</del>	<del>\$ 21,376,450</del>
Phase Totals After Amend:	\$	-	\$	3,327,574	<b>\$ 4,178,000</b>	\$	951,200	<b>\$ 12,998,305</b>	<b>\$ 21,455,079</b>
								Year Of Expenditure (YOE):	\$ 21,455,079

**Notes and Changes**

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.

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

The Administrative Modification makes minor adjustments to the phase funding and slips the construction phase from FFY 2022 to FFY 2023

> Support Materials: STIP Summary Report and STIP Impacts Worksheet

**Other Review Areas:**

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 12094 - Highway Pavement Maintenance

> OTC or Metro approvals required: No

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle #2**

<b>Key Number</b>	<b>22467</b>	<b>MTIP ID</b>	<b>71251</b>
<b>Name:</b>	<b>I-205: I-5 - OR 213, Phase 1A <del>Sec</del></b> <b>I-205: I-5 - OR 213, Phase 1A.</b>		
<b>Lead Agency:</b>	ODOT		
<b>Changes:</b>	> Update project name to delete "Sec" from the title > Revised project name is "I-205: I-5 -OR 213, Phase 1A" > Sec deletion is a technical correction based on naming convention rules		
<b>Notes:</b>	Naming convention rules require minor correction to the project name		
<b>AM Eligible:</b>	This is a minor technical correction which is eligible as an administrative modification		



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

**Administrative Modification**  
**NAME CORRECTION**  
 Tweak the project name to delete "Sec". No other changes

<b>Lead Agency:</b> ODOT	<b>5</b>	<b>Project Type:</b> Capital	<b>ODOT Key:</b> 22467
<b>Project Name:</b> I-205: I-5 -OR 213, Phase 1A <del>Sec</del> I-205: I-5 -OR 213, Phase 1A		<b>ODOT Type:</b> Modern	<b>MTIP ID:</b> 71251
<b>Project Status:</b> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.)		<b>Capacity Enhancing:</b> Yes	<b>Status:</b> 6
		<b>Conformity Exempt:</b> No	<b>Comp Date</b>
<b>Short Description:</b> Abernethy Bridge segment to include bridge reconstruction/widening, lane widening, roundabout at I-205/OR43 IC construction, OR99 IC reconstruction, sound walls, stormwater improvements, and various paving, signage, and landscaping		<b>Performance Meas:</b> Yes	RTP ID: 11969
		<b>On State Hwy Sys:</b> I-205	RFFA ID: N/A
		<b>Mile Post Begin:</b> 11.09	RFFA Cycle: N/A
		<b>Mile Post End:</b> 8.30	UPWP: No
		<b>Length:</b> 2.79	UPWP Cycle: N/A
		<b>1st Year Program'd:</b> 2021	Past Amend: 1
	<b>Years Active:</b> 1	OTC Approval: No	
<b>STIP Amend#:</b> 21-24-1516	<b>MTIP Amend#:</b> AM22-02-OCT2		

**Detailed Description:** On I-205 from MP 8.50 to 11.05, complete the Abernethy Bridge improvement segment which includes constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The I-205 NB and OR 43 IC will be reconstructed and include a roundabout. The OR 99 IC will be reconstructed to accommodate the bridge widening. Additional scope elements include a sound walls in the vicinity of SB I-205 at Exit 9, stormwater mitigation, landscaping, paving, striping, signing and lighting improvements.

**STIP Description:** This segment of the project will seismically retrofit and widen the Abernethy Bridge by constructing ground improvements, new foundations, sub-structure and superstructure and adding a lane in both directions of I-205. The interchange at I-205 NB and OR 43 will be reconstructed and include a roundabout. The interchange at OR 99 will be reconstructed to accommodate the bridge widening. The project includes a noise wall in the vicinity of SB I-205 at Exit 9. Stormwater, landscaping, paving, striping, signing and lighting are also included as part of this project.

LAST Amendment or Admin Mod: Formal, July 2021 -JL21-12-JUL - COST INCREASE: The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the ends of FFY 2021.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Tree Cutting)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACPO	2022					\$ 359,200,000	\$ 359,200,000
							\$	-
							\$	-
							\$	-
Note:							<b>Federal Totals:</b>	<b>\$ 359,200,000</b>
<b>Fund Obligations Amount:</b>								Federal Aid ID
<b>EA Number:</b>				PE003058				
<b>Initial Obligation Date:</b>								
<b>Known Expenditures:</b>								
<b>EA End Date:</b>								
<b>State Funds</b>								
State	S010	2022				\$ 350,000	\$	350,000
							\$	-
							<b>State Total:</b>	<b>\$ 350,000</b>
<b>Local Funds</b>								
Other	OTH0	2019					\$ 15,800,000	\$ 15,800,000
							\$	-
							\$	-
							<b>Local Total</b>	<b>\$ 15,800,000</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ 350,000	\$ 375,000,000	\$ 375,350,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ 350,000	\$ 375,000,000	\$ 375,350,000
							Year Of Expenditure (YOE):	\$ 375,350,000



**Notes and Changes**

> Exempt Status: The project is NOT exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2. The project is considered capacity enhancing. Transportation modeling and air quality analysis was completed as part of the 2018 RTIP Update. RTP ID is 11969.

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

> The Administrative Modification adjusts the construction by adding \$350k of local funds for tree planting mitigation and is being programmed in the Other phase. project. \$15.8 million local funds are being contributed by West Linn and Clackamas County.

> Support Materials: STIP Summary report, STIP Impacts worksheet, and project location map.

**Other Review Areas:**

> Capacity enhancing: Yes.

> Modeled project: Yes

> RTP Verification: Yes, ID 11969 - I-205 Abernethy Bridge (CON)

> RTP Description: Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. Preliminary Engineering (PE) and Right-of-Way (ROW) phase.

> OTC or Metro approvals required: No

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR		95.79%	359,200,000.00	100.00%	359,200,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR		4.21%	15,800,000.00	0.00%	0.00	0.00%	0.00	100.00%	15,800,000.00
	<b>CN Totals</b>				<b>100.00%</b>	<b>375,000,000.00</b>		<b>359,200,000.00</b>		<b>0.00</b>	
OT	S010	STATE		100.00%	350,000.00	0.00%	0.00	100.00%	350,000.00	0.00%	0.00
	<b>OT Totals</b>				<b>100.00%</b>	<b>350,000.00</b>		<b>0.00</b>		<b>350,000.00</b>	<b>0.00</b>
<b>Grand Totals</b>							<b>375,350,000.00</b>		<b>359,200,000.00</b>		<b>350,000.00</b>

**Metro AM22-02-OCT2 October FY 2021 Administrative Modification Bundle #2**

<b>Key Number</b>	<b>22407</b>	<b>MTIP ID</b>	<b>71241</b>
Name:	Washington County Regional ATC Controller Project		
Lead Agency:	Washington County		
Changes:	> Decrease total project cost to \$1 million to bring project within SFLP limits > Convert STBG to AC for eventual conversion to SFLP > Waive the 20% cost change rule as this is an artificial cost change driving the decrease.		
Notes:	The project is being set-up for later SFLP conversion		
AM Eligible:	The regular cost change threshold of 20% is waived for this project as the change is artificial due to meeting SFLP program requirements.		



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

**Administrative Modification**  
**COST DECREASE**  
 Decrease total project cost to \$1 million for later SFLP swap

<b>Lead Agency:</b>	<b>Washington County</b>		Project Type:	TSMO	<b>ODOT Key:</b>	<b>22407</b>
<b>Project Name:</b>	<b>Washington County Regional ATC Controller Project</b>	<b>6</b>	ODOT Type	Ops-ITS	<b>MTIP ID:</b>	<b>71241</b>
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps)			Capacity Enhancing:	No	<b>Status:</b>	<b>2</b>
<b>Short Description:</b> Replace one hundred and sixty three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.			Conformity Exempt:	Yes	<b>Comp Date</b>	<b>9/30/2024</b>
			Performance Meas:	Safety	RTP ID:	12074
			On State Hwy Sys:	N/A	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:	2022	Past Amend:	0
			Years Active:	1	OTC Approval:	No
			STIP Amend#: 21-24-1521		MTIP Amend#: AM22-02-OCT2	
<b>Detailed Description:</b> This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).						
<b>STIP Description:</b> Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.						

LAST Amendment or Admin Mod: None. This is the first amendment for the project since initial programming

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>		-			<del>\$ 1,151,939</del>	
AC-STBGU	ACP0	2022					\$ 896,682	\$ 896,682
								\$ -
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 896,682</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>2022</del>					<del>\$ 131,844</del>	\$ -
Local	Match	2022					\$ 102,629	\$ 102,629
								\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 102,629</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,283,783	<del>\$ 1,283,783</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 999,311	\$ 999,311
Year Of Expenditure (YOE):								\$ 999,311

**Notes and Changes**

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.

> The cost decrease is artificial to keep the project within the limits for SFLP projects. The reduction is the first step towards a SFLP conversion to occur later. As a result, Metro waives the 20% cost change rule for this specific project. The net change is 22.16%.

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

The Administrative Modification decreases the total project cost to \$1 million to bring it within the funding limits for SFLP projects. Later the federal funds will be replaced by SFLP funds as the project is an approved SFLP awarded project

> Support Materials: Completed STIP Summary Report and STIP Impacts Worksheet

**Other Review Areas:**

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 10020

> OTC or Metro approvals required: No