



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: November 12, 2021

To: Adriana Antelo
 ODOT Region 1 Interim STIP Coordinator
 123 NW Flanders St
 Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: November #2 FY 2021 (FFY 2022) Administrative Modification Bundle #2 AM22-04-NOV2 Approval Request to the 2021-26 MTIP

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval for STIP inclusion. The November #2 FY 2021 Administrative Modification, Bundle #2 to the 2021-26 MTIP is under Metro amendment number AM22-04-NOV2. The November #2 2021 Admin Mod Bundle #2 bundle contains a total of five projects and are summarized below:

Key	Lead Agency	Name	Change
20885	Metro	Transportation System Mgmt Operations/ITS (2020)	Split \$200k of STBG-U from the PGB to support Key 18316
18316	Portland	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Add STBG-U to the project to address PE and Construction phase funding needs – Cost threshold waived for this action
20208	ODOT	US30: NW Kittridge Ave to NW Bridge Ave	Shift \$130k from construction to UR. No backfill required.
22134	Portland	NE 122nd Ave Safety & Access: Beech - Wasco	Split STBG-U funds representing TDM to create new child TDM project for Portland
NEW - TBD	Metro	Portland Transportation Demand Management Activities	Create new child TDM project that Metro will manage for Portland

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2021-24 MTIP for this administrative modification bundle. Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at ken.lobeck@oregonmetro.gov.

Thank you for your time to review Metro’s November #2 2021 MTIP Administrative Modification.

Kenneth F Lobeck

Kenneth F. Lobeck
 Funding Programs Lead
 Metro
 600 NE Grand Avenue
 Portland, OR 97232

Metro AM22-04-NOV2 November #2 FY 2021 Administrative Modification Bundle #2

Key Number	20885	MTIP ID	70875
Name:	Transportation System Mgmt Operations/ITS (2020)		
Lead Agency:	Metro		
Changes:	> Split \$222,891 of STBG and match and combine into Key 18316. Key 18316 has been approved for additional funds		
Notes:	> Fund increase approved by TransPort via their October 28, 2021 letter		
AM Eligible:	> The fund split is a split reflects the drawdown from Key 20885 supporting Key 18316 and falls under the logic of split/combine funds to existing projects. > The 30% cost change threshold is also waived for this specific split/combining effort.		



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

Administrative Modification
SPLIT FUNDS
 Split \$222,891 and commit to Key
 18316

Lead Agency: Metro		Project Type:	TSMO/ITS	ODOT Key:	20885
Project Name: Transportation System Mgmt Operations/ITS (2020)	1	ODOT Type	N/A	MTIP ID:	70875
		Performance Meas:	No	Status:	0
Project Status: 0 = No activity. Note: Key 20885 functions as an approved TSMO/ITS revenue PGB supporting Metro awarded TSMO/ITS projects		Capacity Enhancing:	No	Comp Date:	9/30/2026
		Conformity Exempt:	Yes	RTP ID:	11104
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)		On State Hwy Sys:	No	RFFA ID:	50361
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	4
		Years Active:	2	OTC Approval:	No
		STIP Amend #:	TBD	MTIP #:	AM22-04-NOV2

Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)

STIP Description: N/A - Project is programmed in FY 2025 and outside the current STIP years

Last Amendment of Modification: Formal - October 2021 - Split funds in support of new Portland TSMO projects. \$846,333 of STBG is split from the PGB and committed the funds to the two new Metro awarded TSMO/ITS projects for Portland which were part of the October 2021 Formal amendment bundle

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2025	-				\$ 664,518	\$ -
STBG-U	Z230	2025					\$ 464,518	\$ 464,518
								\$ -
							Federal Totals:	\$ 464,518
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025					\$ 76,057	\$ -
Local	Match	2025					\$ 53,166	\$ 53,166
								\$ -
Other funds = local overmatch contribution							Local Total	\$ 53,166
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 740,575	\$ 740,575
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 517,684	\$ 517,684
Year Of Expenditure (YOE):								\$ 517,684
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ (222,891)	\$ (222,891)
Phase Change Percent:			0.00%	0.00%	0.00%	0.00%	-30.10%	-30.10%

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.
- > Starting programming reflects post October 2021 Formal Amendment funding levels and assumes the October Formal Amendment has been approved.
- > Support Materials: TranPort funding approval letter.

Amendment Summary:

- The formal amendment splits \$200,000 of federal STBG-U from the bucket along with \$22,891 of local match and commits the funds to Key 18316. Through TransPort and Metro management review, Key 18316 has been approved for the TSMO increase. Adjustments to Key 18316 are also part of the admin mod bundle.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Tuesday, October 25, 2018
To: TransPort and Interested Parties
From: Kate Freitag, Chair of TransPort
A.J. O'Connor, Vice Chair of TransPort
Caleb Winter, TSMO Program Manager

Subject: TransPort Priorities for Regional Data Communications Infrastructure

On August 8, 2018, TransPort members voted unanimously to apply TSMO Program funds to these two regional data communications infrastructure projects:

- SW Barbur Boulevard from Portland's downtown to Terwilliger to solve a data "bottleneck," where the multiple agencies that share fiber optics are hitting capacity limits. The City of Portland was designated lead agency based on their maintenance of communications and signals along this ODOT right-of-way.
- If funds permit, the next priority is to go from downtown Portland approximately three miles to the Vista Tunnels on US 26 to solve a second data "bottleneck." ODOT was designated lead agency.

On October 10, 2018, TransPort members voted unanimously to:

- Extend the SW Barbur Boulevard project to SW Capitol Highway, including 288 strand fiber and adding two new traffic cameras. This project is still the first priority and Portland's estimates are that it can be achieved with available funds.
- If funds permit, the second priority is still downtown Portland to Vista Tunnels.

The following are key dates leading up to the decision.

- December 2016 Regional Communications Master Plan was completed. This plan was developed with stakeholder input from public agencies around the region. It highlighted regional and local-agency priorities for investing in data communications infrastructure. The projects prioritized by TransPort were among the eight regional priorities.
- January 19, 2017 TransPort narrowed the eight regional priorities to four. Staff and potential lead agencies were identified to gather information on each of these projects.
- March 8, 2017 TransPort discussed the benefits of the four areas.
- April 12, 2017 TransPort discussed costs and other gathered info.
- May 10, 2017 TransPort could not make a decision without better cost estimates. TransPort considered making an investment in preliminary engineering to determine costs. Ultimately that was not an option given that if four projects had PE, they would all have to be constructed or the federal funds would need to be returned to FHWA.
- Spring 2017 involved refining cost information with input from the Cooperative Telecommunications Infrastructure Committee (CTIC). A gap occurred before making a final prioritization while partners refined cost-estimates and made considerations for each project. The gap was longer than expected due to staff and leadership transitions.
- August 8, 2018 TransPort discussed and voted to prioritize two projects (above)
- October 10, 2018 TransPort voted to add to the project on SW Barbur Blvd. (above)

Please let us know if you have any questions by contacting Caleb Winter,
caleb.winter@oregonmetro.gov or 503-797-1758.

Metro AM22-04-NOV2 November #2 FY 2021 Administrative Modification Bundle #2

Key Number	18316	MTIP ID	70653
Name:	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy		
Lead Agency:	Portland		
Changes:	> \$200k of STBG are combined into Key 18316 from the Metro TSMO PGB in Key 20885.		
Notes:	> 30% cost change rule for projects between \$500k and \$1 million is being waived in place of the new 50% threshold for projects up to \$1 million which Metro will adopting.		
AM Eligible:	50% cost change Threshold is used for this project.		



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

Administrative Modification
ADD FUNDING
 Add \$200k of STBG from Key 20885
 plus matching funds

Lead Agency: Portland		Project Type:	TSMO/ITS	ODOT Key:	18316	
Project Name: SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	2	ODOT Type	OP-ITS	MTIP ID:	70653	
		Capacity Enhancing:	No	Status:	4	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	Yes	Comp Date	9/30/2025	
		Performance Meas:	Safety	RTP ID:	11104	
Short Description: Provide preliminary, advanced and final PS&E for the installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of Provide preliminary and final PS&E for the Installation of two CCTV cameras, moving one CCTV camera to a different location, and Installing 288 count Fiber Optic cable in order to solve a data "bottleneck" where fiber optics are hitting capacity limits		On State Hwy Sys:	OR99W	RFFA ID:	N/A	
		Mile Post Begin:	1.97	RFFA Cycle:	N/A	
		Mile Post End:	6.60	UPWP:	No	
		Length:	4.63	UPWP Cycle:	N/A	
		1st Year Program'd:	2015	Past Amend:	5	
		Years Active:	8	OTC Approval:	No	
		STIP Amend#:	TBD	MTIP Amend#:		AM22-04-NOV2
		Detailed Description: Provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard from SW Caruthers at 4th Ave to just south of SW Barbur Boulevard at Capitol Highway to solve a data "bottleneck" where fiber optics are hitting capacity limits				

STIP Description: Install two closed-circuit television (CCTV) cameras, move one CCTV camera to a different location, and install 288 count fiber optic cable along project limits in order to solve a data "bottleneck" where multiple agencies that share fiber optics are hitting capacity limits.

LAST Amendment or Admin Mod: Administrative - December 2020 - AB21-05-DEC2 - Reprogram Cons to FY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2020		\$ 80,757				\$ -
STBG-U	Z230	2020		\$ 193,025				\$ 193,025
STP	Z230	2023				-	\$ 449,242	\$ -
STBG-U	Z230	2023					\$ 536,974	\$ 536,974
								\$ -
								\$ -
Note:							Federal Totals:	\$ 729,999
Fund Obligations Amount:				\$ 80,757				Federal Aid ID
EA Number:				PE003197				
Initial Obligation Date:				5/6/2020				
Known Expenditures:				\$ 3,300				
EA End Date:				5/31/2026				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2020		\$ 9,243				\$ -
Local	Match	2020		\$ 22,093				\$ 22,093
Local	Match	2023				-	\$ 51,418	\$ -
Local	Match	2023					\$ 61,459	\$ 61,459
Other	OTH0	2023					\$ 44,949	\$ 44,949
							Local Total	\$ 128,501
Phase Totals Before Amend:			\$ -	\$ 90,000	\$ -	\$ -	\$ 500,660	\$ 590,660
Phase Totals After Amend:			\$ -	\$ 215,118	\$ -	\$ -	\$ 643,382	\$ 858,500
Year Of Expenditure (YOE):								\$ 858,500
Phase Change Amounts:			\$ -	\$ 125,118	\$ -	\$ -	\$ 142,722	\$ 267,840
Phase Change Percentages:			0.00%	139.02%	0.00%	0.00%	28.51%	45.35%

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 adds \$200k of STBG-U and required match to cover PE and construction needs. The STBG-U is split fro Key 20885 and is combined into Key 18316. The funds address identified shortfalls in the PE and Construction phases. TransPort made available the added funding as a contingency for the project during their October 2018 meeting. Funding approval letter included as well as an updated cost estimate for the project.

> Support Materials: Original PCR from Key 22134

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 11104

> OTC or Metro approvals required: No



REGION 1 PROJECT CHANGE REQUEST (PCR)

CLEAR

Submit this form to appropriate ODOT Local Agency Liaison (LAL) or ODOT State contact (as indicated on the instruction page) to request approval to change the scope of work, schedule, or budget as described in "Exhibit B" of the Intergovernmental Agreement (IGA) for the project.

Project Details

PROJECT NAME SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy		STIP KEY # 18316	IGA # 33400	PCR # 2
RECIPIENT AGENCY (APPLICANT) City of Portland		CERTIFIED PROJECT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	BRIDGE #(S)	
LOCAL AGENCY PROJECT LEAD (REQUESTOR) NAME Bikram Raghubansh		TITLE Engineering Supervisor		
		AGENCY/ORG. Portland Bureau of Transportation		
PHONE (503) 865-6768	FAX	E-MAIL bikram.raghubansh@portlandoregon.gov		
SIGNATURE			DATE 11/02/21	

Project Budget Table

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments: Moving funds from construction to design.					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)		\$90,000.00	\$215,118.00	(\$125,118.00)
	Right-of-Way (RW)				\$0.00
	Utility Relocation (UR)				\$0.00
	Construction (CN)		\$500,661.00	\$643,382.00	(\$142,721.00)
	Other (OT)				\$0.00

**Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct. 1 forward, the FFY is the following calendar year.*

Additional Information:

(KN 18316) BARBUR BLVD FIBER OPTIC PROJECT (4th/Caruthers to Capitol)
 Engineer's Estimate (Bikram Raghubansh)

Date: October 12, 2021

Estimated Construction Costs

Item No.	Spec No.	Description	Unit	Quantity	Unit Price	Total
Mobilization, Traffic Control and Erosion Control						
1		Mobilization (10-15%)	L.S.	1	\$ 48,568.82	\$ 48,568.82
2		Temporary Protection and Direction of Traffic	L.S.	1	\$ 26,478.33	\$ 26,478.33
3		Temporary Signs	S.F.	500	\$ 25.00	\$ 12,500.00
4		Temporary Barricades, Type II	Each	12	\$ 150.00	\$ 1,800.00
5		Temporary Barricades, Type III	Each	4	\$ 300.00	\$ 1,200.00
6		Flaggers	Hour	800	\$ 60.00	\$ 48,000.00
Mobilization and Traffic Control and Erosion Control Subtotal						\$ 138,647.14
Permanent Traffic Control and Illumination Systems						
7		Make ready work	L.S.	1	\$ 45,000.00	\$ 45,000.00
8		Fiber Optic Cable (96 SMFO)	Foot	30,782	\$ 2.00	\$ 61,564.80
9		Fiber Optic Cable (12 SMFO)	Foot	4,290	\$ 1.50	\$ 6,435.00
10		Fiber Optic Splices	Each	528	\$ 50.00	\$ 26,400.00
11		Fiber Optic Installation (\$5/ft)	L.S.	1	\$ 175,362.00	\$ 175,362.00
Traffic Control / Illumination Subtotal						\$ 314,761.80
Construction Contract Sub-Total:						\$ 453,308.94
Contingency 10%						\$ 45,330.89
Construction Contract Total:						\$ 498,639.84

Anticipated Items

Item No.	Spec No.	Description	Unit	Quantity	Unit Price	Total
1		Fiber (Network) Switches 900G w SFP modules, power cable	Each	13	\$ 1,339.00	\$ 17,407.00
2		Fiber (Network) Switches RS2200	Each	2	\$ 3,667.00	\$ 7,334.00
3		Pole attachment fees	L.S.	1	\$ 25,000.00	\$ 25,000.00
Total Anticipated Items						\$ 49,741.00

Engineering/Construction Implementation

1		Preliminary Engineering (PBOT Project Management)	L.S.	1	\$ 32,000.00	\$ 32,000.00
2		Preliminary Engineering (ODOT Oversight)	L.S.	1	\$ 15,000.00	\$ 15,000.00
3		Preliminary Engineering (Consultant Design w/o Contingy task)	L.S.	1	\$ 168,117.99	\$ 168,117.99
9		Construction Engineering (ODOT Oversight)	L.S.	1	\$ 10,000.00	\$ 10,000.00
10		Construction Engineering (PBOT CM/INSPECTION)	L.S.	1	\$ 85,000.00	\$ 85,000.00
Total Engineering/Construction Admin Cost						\$ 310,117.99

Project Total \$ 858,498.83

Federal Funds	\$ 530,000.00
PBOT Local Match (10.27% min) GTR	\$ 60,661.00
ODOT Hwy 28 Funding Transfer	\$ 200,000.00
PBOT Local Match (10.27% min) for Hwy 28 funds	\$ 20,640.00
PBOT Over Match	\$ 47,297.83
Total	\$ 858,498.83

PE Phase	\$ 215,117.99
ROW Phase	\$ -
CON Phase	\$ 643,380.84
OT Phase	\$ -
TOTAL	\$ 858,498.83

Phases	FFY	Current STIP	Desired Total	Need
Preliminary Engineering (PE)	2020	\$ 90,000.00	\$ 215,117.99	\$ (125,117.99)
Construction (CN)	2023	\$ 500,661.00	\$ 643,380.84	\$ (142,719.84)
Other (OT)	N/A	\$ -	\$ -	\$ -
		\$ 590,661.00	\$ 858,498.83	\$ (267,837.83)

Metro AM22-04-NOV2 November FY 2021 Administrative Modification Bundle #2

Key Number	20208	MTIP ID	70938
Name:	US30: NW Kittridge Ave - NW Bridge Ave		
Lead Agency:	ODOT		
Changes:	> Shift \$130k from Construction to UR		
Notes:	> No backfill required. Updated project cost estimate provided		
AM Eligible:	Fund swaps among existing phases in the same project where no change occurs can be completed as an administrative modification		



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

Administrative Modification
FUND PHASE SHIFT
 Shift \$130k from Cons to UR

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	20208
Project Name: US30: NW Kittridge Ave - NW Bridge Ave	3	ODOT Type:	Preserve	MTIP ID:	70938
		Capacity Enhancing:	No	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Conformity Exempt:	Yes	Comp Date	9/30/2025
		Performance Meas:	Safety	RTP ID:	12095
Short Description: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Widen and pave existing bike lanes.		On State Hwy Sys:	US30	RFFA ID:	N/A
		Mile Post Begin:	3.94	RFFA Cycle:	N/A
		Mile Post End:	6.51	UPWP:	No
		Length:	2.57	UPWP Cycle:	N/A
		1st Year Program'd:	2017	Past Amend:	8
		Years Active:	6	OTC Approval:	No
		STIP Amend#:	21-24-1639	MTIP Amend#:	AM22-04-NOV2

Detailed Description: In NW Portland areas on US30 between NW Kittridge Ave to NW Bridge Ave (MP 3.94 to MP 6.51) (2.57 miles total) arterial rehabilitation to include repaving. ADA ramp compliance upgrades, access management improvements, and address drainage as needed. Widen and pave existing bike lane to provide a safer experience for bicyclists.

STIP Description: Repave roadway, upgrade curb ramps to current standards, improve access management, and address drainage as needed to restore the pavement surface and improve safety and accessibility. Widen and pave existing bike lane to provide a safer experience for bicyclists.

LAST Amendment or Admin Mod: Administrative - August 2021 - AB21-22-AUG2 - Slip UR/Other phase with \$62,811 of NHPP plus \$7,189 AND from the Construction phase slip \$7,066,046 of NHPP and \$808,741 of match plus \$1,000,000 of overmatch to FY 2022

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2017		\$ 2,022,440				\$ 2,022,440
NHPP	Z001	2020			\$ 347,255			\$ -
NHPP	Z001	2020			\$ 328,412			\$ 328,412
NHPP	Z001	2022				\$ 62,811		\$ -
AC-NHPP (89.73%)	ACPO	2022				\$ 179,460		\$ 179,460
NHPP	Z001	2022					\$ 7,066,046	\$ -
AC-NHPP (89.73%)	ACPO	2022					\$ 6,949,397	\$ 6,949,397
Note:							Federal Totals:	\$ 9,479,709
Fund Obligations Amount:				\$ 2,022,440	\$ 328,412			Federal Aid ID
EA Number:				PE002834	R9602000			S092(060)
Initial Obligation Date:				8/24/2017	8/28/2020			
Known Expenditures:				N/A	N/A			
EA End Date:				N/A	N/A			
State Funds								
State	Match	2017		\$ 231,477				\$ 231,477
State	Match	2020			\$ 39,745			\$ -
State	Match	2020			\$ 37,588			\$ 37,588
State	S010	2020			\$ 21,000			\$ 21,000
State	Match	2022				\$ 7,189		\$ -
State	Match	2022				\$ 20,540		\$ 20,540
State	Match	2022					\$ 808,741	\$ -
State	Match	2022					\$ 795,390	\$ 795,390
Bikeways	S080	2022					\$ 1,000,000	\$ 1,000,000
							State Total:	\$ 2,105,995

Local Funds									
								\$	-
								\$	-
								\$	-
								Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$ 2,253,917	\$ 387,000	\$ 70,000	\$ 8,874,787	\$	11,585,704	
Phase Totals After Amend:	\$	-	\$ 2,253,917	\$ 387,000	\$ 200,000	\$ 8,744,787	\$	11,585,704	
								Year Of Expenditure (YOE):	\$ 11,585,704

Notes and Changes

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - .Projects that correct, improve, or eliminate a hazardous location or feature + Pavement resurfacing and/or rehabilitation.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification shifts a total of \$130k from the Construction phase to the UR phase. The overall project cost remains unchanged. No construction phase backfill is required. ODOT provided a project cost update demonstrating backfill is not required.

> Support Materials: STIP Summary Report, STIP Impacts Worksheet, and a project phase cost estimate update

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 12095 - Safety & Operations Projects

> OTC or Metro approvals required: No

Estimate 20208

Estimated Cost: \$5,987,351.22

Contingency %: 3.50%

Estimated Total: \$6,196,908.51

DRAINAGE, PAVING, SIGNING, AND SIGNALS

US30: NW KITTRIDGE AVE - NW BRIDGE AVE

LOWER COLUMBIA RIVER HIGHWAY

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		
PE	Z230	STP >200K	Y	100.00%	2,253,917.00	89.73%	2,022,439.72	10.27%	231,477.28	0.00%	0.00		
	PE Totals				100.00%	2,253,917.00		2,022,439.72		231,477.28		0.00	
RW	S010	STATE		5.43%	21,000.00	0.00%	0.00	100.00%	21,000.00	0.00%	0.00		
	Z001	NATIONAL HIGHWAY PERF FAST	Y	94.57%	366,000.00	89.73%	328,411.80	10.27%	37,588.20	0.00%	0.00		
	RW Totals				100.00%	387,000.00		328,411.80		58,588.20		0.00	
UR	ACPO	ADVANCE CONSTRUCT PR		100.00%	200,000.00	89.73%	179,460.00	10.27%	20,540.00	0.00%	0.00		
	UR Totals				100.00%	200,000.00		179,460.00		20,540.00		0.00	
CN	ACPO	ADVANCE CONSTRUCT PR		88.56%	7,744,787.00	89.73%	6,949,397.38	10.27%	795,389.62	0.00%	0.00		
	S080	BIKEWAYS		11.44%	1,000,000.00	0.00%	0.00	0.00%	1,000,000.00	0.00%	0.00		
	CN Totals				100.00%	8,744,787.00		6,949,397.38		1,795,389.62		0.00	
Grand Totals							11,585,704.00		9,479,708.90		2,105,995.10		0.00

Metro AM22-04-NOV2 November #2 FY 2021 Administrative Modification Bundle #2

Key Number	22134	MTIP ID	71098
Name:	NE 122nd Ave Safety & Access: Beech - Wasco		
Lead Agency:	Portland		
Changes:	> Split \$60k from PE to create new TDM child project grouping bucket supporting required TDM activities which Metro will oversee with Portland > Shifts 160k from Construction to create a ROW phase for the project. These are preliminary estimates and backfill appears not to be required for now. > Update project descriptions for clarity. No scope change present.		
Notes:	The new TDM bucket is being added as part of this admin Mod. The TDM activities are already part of the current project in Key 22134. They are being split and combined into a separate bucket managed by Metro. The IGA will not reflect TDM as part of Key 22134. They will be completed as part of the new bucket.		
AM Eligible:	The fund split and creation of the TDM bucket effectively produce a split child project from the parent in Key 22134. The result is the split of an existing project into multiple projects with no change in scope or overall cost.		



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

Administrative Modification
SPLIT FUNDS
 Split \$60k from project for separate TDM needs

Lead Agency:	Portland		Project Type:	Safety	ODOT Key:	22134
Project Name:	NE 122nd Ave Safety & Access: Beech - Wasco	4	ODOT Type:	BIKPED	MTIP ID:	71098
Project Status:	3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	NO	Status:	3
Short Description:	Construct new enhanced and marked crossings in the vicinity of NE Beech, NE Sacramento/ NE Brazee, NE Broadway/ NE Hancock St, and NE Wasco St/NE Multnomah St. (Transit: ETC) Construct new enhanced & marked crossings on NE 122nd Avenue near NE Beech Street/NE Failing Street, NE Sacramento Street/NE Brazee Street, NE Broadway/NE Hancock Street, and NE Wasco Street/ NE Multnomah Street to improve safety and accessibility		Conformity Exempt:	Yes	Comp Date	9/30/2025
			Performance Meas:	Safety	RTP ID:	11868
			On State Hwy Sys:	No	RFFA ID:	50386
			Mile Post Begin:	N/A	RFFA Cycle:	2022-24
			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#:	AM22-04-NOV2	

Detailed Description: ~~In Portland on NE 122nd Ave at multiple intersections from NE Beech Street south to NE Wasco St, construct new and enhanced pedestrian crossings at NE Beech, NE Sacramento/NE Brazee St, NE Broadway/NE Hancock St, and NE Wasco St/NE Multnomah St (2022-24 RFFA Award)~~
Construct new enhanced and marked crossings on NE 122nd Avenue in the vicinity of NE Beech St/NE Failing St, NE Sacramento St/NE Brazee St, NE Broadway/NE Hancock St, and NE Wasco St/NE Multnomah St to improve safety and accessibility. Construct new traffic signal or beacon, adding marked crossings, reconstructing curb ramps, and adding lighting to improve safety at identified intersections. Added work may include raised center median, traffic separator, curb extension, protected bicycle lane channelization, minor pavement repair, stormwater management, and street trees. At NE 122nd Ave and NE Sacramento St/NE Brazee St, scope may include removal of a substandard ped OC.

STIP Description: Construct new enhanced and marked crossings in the vicinity of NE Beech St, NE Sacramento/ NE Brazee St, NE Broadway/NE Hancock St, and NE Wasco/NE Multnomah St to improve safety and accessibility.

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
Federal Funds								
STBG-U	Z230	2022		\$ 908,740				\$ -
STBG-U	Z230	2022		\$ 854,902				\$ 854,902
STBG-U	Z230	2024			\$ 143,568			\$ 143,568
STBG-U	Z230	2024				\$ 89,730		\$ 89,730
STBG-U	Z230	2026					\$ 3,545,230	\$ 3,545,230
								\$ -
								\$ -
Note:							Federal Totals:	\$ 4,633,430
Fund Obligations Amount:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:				N/A				
EA End Date:				N/A				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022		\$ 104,009				\$ -
Local	Match	2022		\$ 97,847				\$ 97,847
Other	OTH0	2022		\$ 713,627				\$ 713,627
Local	Match	2024			\$ 16,432			\$ 16,432
Local	Match	2024				\$ 10,270		\$ 10,270
Local	Match	2026					\$ 405,767	\$ 405,767
Other	OTH0	2026					\$ 713,627	\$ -
Other	OTH0	2026					\$ 553,343	\$ 553,343
							Local Total	\$ 1,797,286
Phase Totals Before Amend:			\$ -	\$ 1,726,376	\$ -	\$ 100,000	\$ 4,664,624	\$ 6,491,000
Phase Totals After Amend:			\$ -	\$ 1,666,376	\$ 160,000	\$ 100,000	\$ 4,504,340	\$ 6,430,716
							Year Of Expenditure (YOE):	\$ 6,430,716
Phase Change:			\$ -	\$ (60,000)	\$ 160,000	\$ -	\$ (160,284)	\$ (60,284)
Phase Percent Change:			0.00%	-3.48%	100.00%	0.00%	-3.44%	-0.93%

Notes and Changes

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification splits \$60k total from the PE phase and commits it to required TDM activities. The TDM activities are being programmed as a separate project grouping bucket (child project) for Portland. The TDM bucket will combine additional Portland projects awarded RFFA funds front he FY 2022-24 funding call. (Additional STBG and local funds from Key 22138 most likely will be added to the TDM bucket once the required split amount is known from that project.) As a result, the PE phase in Key 22134 is reduced by \$60 total to \$1,666,376. Initially, no ROW phase was considered required as part of the project. A preliminary cost update for the project now identifies the need for a ROW phase at a cost of \$160k. The funding is shifted from the construction phase. Overall, the project decreases in total cost less than 1% (at 0.93%) as a result of the TDM removal. The Construction phase is left in FFY 2026 although the PCR requests and advancement to FFY 2025 based on a projected 8/15/2025 construction phase obligation target. Construction delivery timing updates will be address during development of the 2024-29 MTIP Update.

> Support Materials: Completed PCR

Other Review Areas:

- > Capacity enhancing: No
- > Modeled project: No
- > RTP Verification: Yes, ID 11868 - ETC: 122nd Ave Enhanced Transit Corridor
- > OTC or Metro approvals required: No

CLEAR



REGION 1 PROJECT CHANGE REQUEST (PCR)

Submit this form to appropriate ODOT Local Agency Liaison (LAL) or ODOT State contact (as indicated on the instruction page) to request approval to change the scope of work, schedule, or budget as described in "Exhibit B" of the Intergovernmental Agreement (IGA) for the project.

Project Details

PROJECT NAME NE 122nd Ave Safety & Access: Beech St - Wasco St		STIP KEY # 22134	IGA # 30890	PCR # 1
RECIPIENT AGENCY (APPLICANT) City of Portland		CERTIFIED PROJECT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	BRIDGE #(S)	
LOCAL AGENCY PROJECT LEAD (REQUESTOR) NAME Steve Szigethy		TITLE Capital Program Manager		
		AGENCY/ORG. Portland Bureau of Transportation		
PHONE (503) 823-5117	FAX	E-MAIL steve.szigethy@portlandoregon.gov		
SIGNATURE Steven Szigethy		Digitally signed by Steven Szigethy Date: 2021.10.22 17:00:34 -07'00'		DATE 10/22/21

Send this completed form and any attachments by email to contact as indicated on the instruction page and/or in the IGA.



REGION 1 PROJECT CHANGE REQUEST (PCR)

Why does the project need to change? Please provide as much detail as possible and use extra sheets if necessary.

The project is not changing. However, the original project description may unintentionally limit eligible federal expenditures on ancillary intersection features, so these features must be described in the scope. In addition, the Metro-administered Regional Flexible Fund award for this project requires that the City of Portland undertake TDM activities as part of the project. This PCR provides funding for the TDM work by transferring some PE phase funds to the Metro RTO program.

What are the consequences if project is not changed? Example: If this change is not approved, it will result in _____

Some intersection improvement features may later be deemed non-eligible for federal funds. And there would be no funding for the project's required TDM work.

SCOPE – Is there a change to the scope of work? If so, please describe changes

Expanded scope description: Construct new enhanced and marked crossings on NE 122nd Avenue in the vicinity of NE Beech Street / NE Failing Street, NE Sacramento Street / NE Brazee Street, NE Broadway / NE Hancock Street, and NE Wasco Street / NE Multnomah Street to improve safety and accessibility. Project includes constructing a new traffic signal or beacon, adding marked crossings, reconstructing curb ramps, and adding lighting to improve safety at each identified intersection. Ancillary features at each intersection may include raised center median, traffic separator, curb extension, protected bicycle lane channelization, minor pavement repair, stormwater management, and street trees. At NE 122nd Avenue and NE Sacramento Street / NE Brazee Street, the scope may include removal of a substandard pedestrian overcrossing structure.

- If the change in scope affects the original intent of the project, explain what the original considerations were and how they will differ with this change.

The change does not affect the original intent of the project. It makes clear that certain ancillary features that are commonly needed as part of urban traffic signal projects will be eligible for federal funds. It also makes clear that one intersection contains a structure to be removed.



REGION 1 PROJECT CHANGE REQUEST (PCR)

Project Budget Table

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments: PE phase is reduced by \$60,000 to be transferred to FTA for Metro RTO program. ROW and CON phase amounts are established.					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2022	\$1,726,376.00	DESIRED_PL \$1,666,376.00	\$60,000.00
	Right-of-Way (RW)	2024	\$0.00	\$160,000.00	(\$160,000.00)
	Utility Relocation (UR)	2024	\$100,000.00	\$100,000.00	\$0.00
	Construction (CN)	2025	\$0.00	\$4,504,340.00	(\$4,504,340.00)
	Other (OT)				\$0.00

*Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.

Additional Information:

2021-2024 Active STIP only includes PE and UR phases. ROW and CON current amounts are from approved Technical Scoping Sheet. Desired PE total reflects \$60,000 moving to City of Portland RTO grant by FHWA-FTA flex transfer.

ATTACHMENTS
 Map

Metro AM22-04-NOV2 November #2 FY 2021 Administrative Modification Bundle #2

Key Number	NEW - TBD	MTIP ID	NEW -TBD
Name:	Portland Transportation Demand Management Activities		
Lead Agency:	Metro		
Changes:	Adds the TDM split from Key 22134 as a separate project grouping bucket		
Notes:	Additional funding Key 22138 is anticipated once the TDM activities are better known		
AM Eligible:	The split project is a child project from Key 22134 and falls under the logic of split and combine allowable as administrative modifications.		



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

Administrative Modification
NEW SPLIT CHILD
PROJECT
 Add TDM Child to Key 22134

Lead Agency: Metro		Project Type:	TDM	ODOT Key: New TBD
Project Name: Portland Transportation Demand Management Activities	5	ODOT Type	OP-TDM	MTIP ID: New TBD
		Capacity Enhancing:	No	Status: 0
Project Status: 0 = No activity.		Conformity Exempt:	Yes	Comp Date 12/31/2027
		Performance Meas:	Yes	RTP ID: 12078
Short Description: Through the Metro Regional Travel Options program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134).		On State Hwy Sys:	No	RFFA ID: 50386
		Mile Post Begin:	N/A	RFFA Cycle: 2022-24
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2026	Past Amend: 0
		Years Active:	0	OTC Approval: No
		STIP Amend#: TBD		MTIP Amend#: AM22-04-NOV2

Detailed Description: In the city of Portland supporting Portland project Key 22134 implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the NE 122nd Ave Beech to Wasco area (TDM funding component to a larger 2022-2024 RFFA safety award in Key 22134) (contribution form Key 22138 also expected)

STIP Description: TBD

LAST Amendment or Admin Mod: .None - initial programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TDM)	Total
Federal Funds								
STBG	Z230	2026					\$ 53,838	\$ 53,838
							\$	-
							\$	-
Note:							Federal Totals:	\$ 53,838
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:								
EA End Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2026					\$ 6,162	\$ 6,162
							\$	-
							\$	-
							Local Total	\$ 6,162
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
							Year Of Expenditure (YOE):	\$ 60,000
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ 60,000
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	100.00%	100.00%

Notes and Changes

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.126, Table 2 - .Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels plus Bicycle and pedestrian facilities.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification takes the total of \$60k and TDM activities from Key 22134 and creates this new TDM project grouping bucket. Additional funding most likely will be split off from Key22138 of further TDM activities related to that project. The split and creation of the separate TDM child project will allow Metro to flex transfer the funds to FTA and manage the TDM activities with Portland directly. The TDM activities will not conflict with the IGA for the 122nd Ave project in Key 22134. The TDM project still requires some refinement and is being left in FFY 2026 for now. If ready to be implemented earlier, it will be advanced as appropriate.

> Support Materials: Original PCR from Key 22134

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 12078 - Portland Citywide TDM Strategy

> RTP Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand.

> RTP Core Goals:

- Congestion reduction

- Climate impact reductions

> OTC or Metro approvals required: No