

Memo

Date: December 1, 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 #4 FY 2021 (FFY 2022) Administrative Modification Bundle #4 AM22-06-NOV4 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 #4 FY 2021 Administrative Modification, Bundle #4 to the 2021-26 MTIP is under Metro amendment number AM22-06-NOV4. The November #4 2021 Admin Mod Bundle #4 bundle contains a total of four projects and are summarized below:

Key	Lead Agency	Name	Change
22141	Milwaukie	Washington/Monroe: SE Oak St – SE Linwood Ave Washington/Monroe: 37th-Linwood, Monroe St: Oak-37th, & 37th Ave	<u>ALIGNMENT & COST UPDATE</u> Updated to clear reflect RFFA awarded segments D & E which include adjustments to the project Name and descriptions, ROW phase cost update, and updated phase obligation timing years. No scope change is present.
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	<u>MINOR COST INCREASE</u> Administrative Modification adds \$190k to the ROW phase to cover a ROW phase shortfall. The cost change is only 3.7%
19358	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	<u>FUND PHASE SHIFT</u> Shift STBG from ROW to PE and backfill ROW
21500	Washington County	Cornelius Pass Road Arterial Corridor Management	<u>FUND PHASE SHIFT:</u> Detailed Description adjusted in the MTIP, removes the variable message signs from the scope, and shifts funds from the Other phase back to Construction.

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 #4 2021 MTIP Administrative Modification.

Kenneth F Lobeck

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

Metro AM22-06-NOV4 November #4 FY 2021 Administrative Modification Bundle #4

Key Number	22141	MTIP ID	71087
Name:	Washington/Monroe: SE Oak St –SE Linwood Ave		
Lead Agency:	Milwaukie		
Changes:	<ul style="list-style-type: none"> > Based on updated alignment which is still consistent with the original RFFA award, the project name is updated to reflect the RFFA award for segments D and E > The project short and detailed descriptions are updated as well > Added local funding is provided to ROW phase based on an updated review for the project. > The construction and UR/Other phase are extended out to FFY 2026 per the update delivery schedule for the project 		
Notes:	<ul style="list-style-type: none"> > The added ROW results in only a 10% increase to the project and is less than the 20% threshold. > Name and schedule updates are to the initial delay to resolve confusion over segments A-C and their relationship to the completion of Segments D and E > The changes do not represent a major scope change to the project. The updates are still consistent with the original RFFA award that supports funding segments D & E 		
AM Eligible:	The changes are considered minor and remain consistent with the original awarded application. The name and description changes reflect added clarity and specificity to the expected alignment and deliverables. The cost change is less than the 20% threshold.		



Metro

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

**Administrative Modification
ALIGNMENT & COST
UPDATE**
Update name, description and ROW
cost

Lead Agency: Milwaukie		1	Project Type:	Active	ODOT Key:	22141
Project Name: Washington/Monroe: SE Oak St – SE Linwood Ave Washington/Monroe: 37th-Linwood, Monroe St: Oak-37th, & 37th Ave			ODOT Type	BikePed	MTIP ID:	71087
			Capacity Enhancing:	No	Status:	2
			Conformity Exempt:	Yes	Comp Date	9/30/2025
			Performance Meas:	Safety	RTP ID:	10099
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)			On State Hwy Sys:	No	RFFA ID:	50369
Short Description: Construct bicycle and pedestrian improvements (segments D and E) on Washington and Monroe from SE Oak to SE Railroad Ave up to Washington to Ada Lane and then to Home Ave and on Home Ave to Monroe St and on Monroe St east to Linwood Ave Construct bicycle and pedestrian improvements (segments D & E) on Washington & Monroe starting on Washington Street/37th Ave east to Ada Lane to Home Ave, Home Ave to Monroe, and Monroe east to Linwood providing pedestrian/cyclists safety improvements			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:	2021	Past Amend:	1
		Years Active:	2	OTC Approval:	No	
		STIP Amend#:	TBD	MTIP Amend#:		AM22-06-NOV4
Detailed Description: In Milwaukie on Monroe and Washington Streets from SE Oak south parallel to the railroad to SE 37th Ave, then north to Washington St and across Washington St to Ada Lane, and up on Ada Lane to Home Ave, and Home Ave to Monroe St, and on Monroe St east to Linwood Ave. Construct bicycle and pedestrian improvements supporting the Monroe St Neighborhood Greenway Segments D and E improvements including adding bike lanes, traffic calming measures, wayfinding signage, and upgrades to existing pedestrian facilities to include ADA curb ramp construction, sidewalk gap infill, sidewalk widening, and rectangular Rapid Flashing Beacon (RRFB) crossing installation In Milwaukie on Monroe and Washington Streets, construct bicycle and pedestrian improvements (segments D & E) on Washington St and Monroe St starting at Washington St, and 37th Ave following Washington St east to Ada Lane to Home Ave, and on Home Ave to Monroe, and on Monroe east to Linwood Ave to provide safety improvements to pedestrians and cyclists.						
STIP Description: TBD						

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		\$ 712,387				\$ 712,387
STBG-U	Z230	2025					\$ 3,148,401	\$ -
STBG-U	Z230	2026					\$ 3,148,401	\$ 3,148,401
Note:							Federal Totals:	\$ 3,860,788
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:								
EA End Date:								
State Funds								
							\$ -	
							\$ -	
							State Total:	\$ -
Local Funds								
Local	Match	2022		\$ 81,536				\$ 81,536
Other	OTH0	2022		\$ 861,233				\$ 861,233
Other	OTH0	2023			\$ 100,343			\$ -
Other	OTH0	2024			\$ 671,000			\$ 671,000
Other	OTH0	2023				\$ 100,000		\$ -
Other	OTH0	2026				\$ 100,000		\$ 100,000
Local	Match	2025					\$ 360,349	\$ -
Local	Match	2026					\$ 360,349	\$ 360,349
							Local Total	\$ 2,074,118
Phase Totals Before Amend:			\$ -	\$ 1,655,156	\$ 100,343	\$ 100,000	\$ 3,508,750	\$ 5,364,249
Phase Totals After Amend:			\$ -	\$ 1,655,156	\$ 671,000	\$ 100,000	\$ 3,508,750	\$ 5,934,906
							Year Of Expenditure (YOE):	\$ 5,934,906
Phase Change Amounts:			\$ -	\$ -	\$ 570,657	\$ -	\$ -	\$ 570,657
Phase Change Percentages:			0.00%	0.00%	568.71%	0.00%	0.00%	10.64%

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 - Bicycle and pedestrian facilities.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification updates the project name, descriptions, ROW phase cost, and phase schedule. The Washington/Monroe project is a Metro awarded 2022-24 RFFA funded project. The original application included references to identified segments A-E. The RFFA award always only funded segment D and E to the project. However, confusion existed over the relationship improvement segments A-C had upon the RFFA portion in D and E. Segments A-C also included an ODOT intersection improvement project. Upon added reviews and understanding better the complete picture for segments A-E, Key 22141 is now being updated to clearly reflect that the RFFA award is only funding segments D and E and separate it from planned improvements to Segments A-C. There is no change in scope, but an updated alignment for segments D and E as a result. The preliminary ROW phase cost estimate revealed added funds are required to support the phase. Local funds are now being committed to the project supporting ROW which increases the ROW phase cost to \$671,000. The net cost change increases the project to \$5,934,906 and equals a 10.64% change to the project.

> Support Materials: Original PCR from Key 22134

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 10099 - Group 1-Monroe St Neighborhood Greenway

> OTC or Metro approvals required: No

Change Justification & Details

Does the STIP or MTIP need to be amended? YES* NO

**If "YES", Liaison to work with ODOT STIP Coordinator to provide information on STIP impacts worksheet.*

What is the change? *Please summarize the overall change request here; scope, schedule, and budget details can be captured in following sections.*

Project name change due to the project footprint change. Change the current project name in the STIP/MTIP to: Washington/Monroe Street: SE 37th – SE Linwood Ave. Monroe St. from Oak St. to 37th Ave, and down 37th Ave. to Washington St. will be completed by private development. Increase in the ROW phase estimate. Remove UR phase. Update project Description in STIP to :

" Construct bicycle and pedestrian improvements (segments D and E) on Washington St. and Monroe St. starting at Washington St. and SE 37th Ave. following Washington St. east to Ada Lane, on Ada Lane to Home Ave., and on Home Ave. to Monroe St., and on Monroe St. east to Linwood Ave Linwood Ave. These improvements will increase safety and accessibility."



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:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)		\$1,655,156.00	\$1,655,156.00	\$0.00
	Right-of-Way (RW)		\$100,344.00	\$671,000.00	(\$570,656.00)
	Utility Relocation (UR)		\$100,000.00	\$0.00	\$100,000.00
	Construction (CN)			\$3,508,750.00	(\$3,508,750.00)
	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:

***Insert revised "Desired Total for Construction" phase, in the above table, to reflect the accurate total project cost estimate.

CN phase is in the next STIP. CN amt. is from MTIP and Technical Scope Sheet. Total Proj. Est. is \$5,834,906.

PE in FY 2022

ROW in FY 2024

UR/Other in FY 2026

Construction in FY 2026

ATTACHMENTS

- Map
- Cost estimate
- Other

Metro AM22-06-NOV4 November #4 FY 2021 Administrative Modification Bundle #4

Key Number	20813	MTIP ID	70880
Name:	NE Halsey Street Bike/Ped/Transit Improvements		
Lead Agency:	Portland		
Changes:	> Increase ROW phase cost with local overmatch by \$190,361 for a phase total of \$354,812		
Notes:	Revised ROW cost. TPC change is minor at 3.7%		
AM Eligible:	Cost increases less than 20% may occur as administrative modifications		



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

Administrative Modification
COST INCREASE
 Add \$190,361 of local funds to cover
 ROW phase needs

Lead Agency: Portland	2	Project Type:	Safety	ODOT Key:	20813
Project Name: NE Halsey Street Bike/Ped/Transit Improvements		ODOT Type:	Safety	MTIP ID:	70880
		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:	11320
Short Description: Signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, bikeway from 65th to 92nd, path from the 82nd Ave. MAX station (19-21 RFFA Award)		On State Hwy Sys:	No	RFFA ID:	50291
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2019	Past Amend:	3
	Years Active:	4	OTC Approval:	No	
	STIP Amend#: 21-24-1650	MTIP Amend#: AM22-06-NOV4			
Detailed Description: This project would focus on the 82nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 68th and 92nd, a bikeway on Halsey from 80th to 92nd (connecting to funded bikeway on Halsey west of 80th and 70s Neighborhood Greenway), and a multi-use path connection from the 82nd Ave MAX station to the future I-205 Undercrossing and Gateway Green. (2019-21 RFFA Award)					
STIP Description: Signal and bus stop improvements, intersection redesigns, and high-priority crossings on NE Halsey between 65th and 92nd. Install a bikeway on Halsey from 65th to 92nd, and a multi-use path connection from 82nd to improve access.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	M23E	2019		\$ 839,055				\$ 839,055
STBG-U	Z230	2022			\$ 147,320			\$ 147,320
STBG-U	Z230	2022				\$ 44,865		\$ 44,865
STBG-U	Z230	2022					\$ 1,071,762	\$ 1,071,762
TA-U	Z301	2022					\$ 250,598	\$ 250,598
Note:							Federal Totals:	\$ 2,353,600
Fund Obligations Amount:				\$ 839,055				Federal Aid ID
EA Number:				PE003112				5900(305)
Initial Obligation Date:				5/21/2019				
Known Expenditures:				\$ 145,619				
EA End Date:				8/31/2023				
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2019		\$ 96,034				\$ 96,034
Local	Match	2022			\$ 16,861			\$ 16,861
Other	OTH0	2022			\$ 190,631			\$ 190,631
Local	Match	2022				\$ 5,135		\$ 5,135
Local	Match	2022					\$ 122,668	\$ 122,668
Local	Match	2022					\$ 28,682	\$ 28,682
Other	OTH0	2022					\$ 2,485,309	\$ 2,485,309
							Local Total	\$ 2,945,320
Phase Totals Before Amend:			\$ -	\$ 935,089	\$ 164,181	\$ 50,000	\$ 3,959,019	\$ 5,108,289
Phase Totals After Amend:			\$ -	\$ 935,089	\$ 354,812	\$ 50,000	\$ 3,959,019	\$ 5,298,920
							Year Of Expenditure (YOE):	\$ 5,298,920
Phase Change Amounts:			\$ -	\$ -	\$ 190,631	\$ -	\$ -	\$ 190,631
Phase Change Percentages:			0.00%	0.00%	116.11%	0.00%	0.00%	3.73%

Notes and Changes

> Exempt Status: The project is exempt from air quality and transportation demand modeling analysis per 40 CFR 93.127, Table 3 - Intersection channelization and Intersection Signalization projects .

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification adds \$190k to the ROW phase to cover a ROW phase shortfall. The cost change is only 3.7%

> Support Materials: STIP Summary Report, and approved PCR

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 11320 - 60th Ave MAX Station Area

> OTC or Metro approvals required: No

Metro AM22-06-NOV4 November #4 FY 2021 Administrative Modification Bundle #4

Key Number	19358	MTIP ID	70789
Name:	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.		
Lead Agency:	Washington County		
Changes:	> Shift ROW STGB to PE due to PE funding shortfall		
Notes:	> ROW phase backfilled with local funds > MTIP cost change = 8.87%		
AM Eligible:	Net cost change is less than 20%		



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

Administrative Modification
FUND PHASE SHIFT
 Shift STBG from ROW to PE and
 backfill ROW

Lead Agency: Washington County	3	Project Type:	Capital	ODOT Key:	19358
Project Name: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.		ODOT Type:	Modern	MTIP ID:	70789
		Capacity Enhancing:	Yes	Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Conformity Exempt:	No	Comp Date	9/30/2028
		Performance Meas:	Yes	RTP ID:	11470
		On State Hwy Sys:	No	RFFA ID:	No ID
		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2016	Past Amend:	5
	Years Active:	7	OTC Approval:	No	
Short Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	STIP Amend#:	TBD	MTIP Amend#:	AM22-06-NOV4	
Detailed Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.					
STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2016		\$ 2,757,000				\$ -
STBG-U	Z230	2016		\$ 5,562,879				\$ 5,562,879
STBG-U	Z230	2023			\$ 2,805,879			\$ -
Note:							Federal Totals:	\$ 5,562,879
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:								
EA End Date:								
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016		\$ 315,551				\$ -
Local	Match	2016		\$ 636,696				\$ 636,696
Local	Match	2023			\$ 321,145			\$ -
Other	OTH0	2023			\$ 873,976			\$ -
Local (Washco)	OTH0	2024			\$ 4,001,000			\$ 4,001,000
Local (Washco)	OTH0	2026					\$ 28,173,000	\$ 28,173,000
							Local Total	\$ 32,810,696
Phase Totals Before Amend:			\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551
Phase Totals After Amend:			\$ -	\$ 6,199,575	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 38,373,575
							Year Of Expenditure (YOE):	\$ 57,791,961
Phase Change Amounts:			\$ -	\$ 3,127,024	\$ -	\$ -	\$ -	\$ 3,127,024
Phase Change Percentages:			0.00%	101.77%	0.00%	0.00%	0.00%	8.87%

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 capacity enhancing and has completing required transportation demand and air quality modeling analysis as part of the 2018 RTP update. .

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification shifts the ROW phase STBG back to PE to support needed PE activities. The PE phase currently has a funding shortfall. The revised PE phase cost update is \$5.3 million. Local funds are being used to backfill fill the ROW phase. PE is now technically over programmed. If pE has remaining funds not expended, they will be shifted forward to ROW, UR, or Construction as applicable. An Utility Relocation phase costing \$550,000 has been identified for the project. The construction phase is underfunded. The revised updated cost for the construction phase ranges between \$33 to \$47 million. The funding plan for both UR and Construction not resolved yet. As a result the construction phase will be deprogrammed via a formal amendment at a later date. This admin mod is primarily designed to resolve the funding shortfall for the PE phase. The added STBG for the PE phase is anticipated to obligate by February 2022. The STBG is considered "older" STBG funds and subject to a shelf-life lapse if not obligated by the end of FFY 2023 (September 30, 2023).

> Support Materials: PCR for 19358 and updated phase cost update for the project.

Other Review Areas:

> Capacity enhancing: Yes

> Modeled project: Yes

> RTP Verification: Yes, ID 11470 - Basalt Creek Parkway

> RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.

> OTC or Metro approvals required: No

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:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2018	\$3,072,550.94	\$5,878,429.94	(\$2,805,879.00)
	Right-of-Way (RW)	2024	\$4,001,000.00		\$4,001,000.00
	Utility Relocation (UR)				\$0.00
	Construction (CN)	2026	\$28,173,000.00	\$0.00	\$28,173,000.00
	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.*

Basalt Creek Extension: Grahams Ferry to Boones Ferry Road
K19358
Estimate Attachment

Preliminary Engineering (PE)

Consultant Amendment DAP	\$ 2,182,102.22
ODOT and County Staff estimate	\$ 537,897.78
<i>Subtotal</i>	<u>\$ 2,720,000.00</u>

Consultant Amendment PS&E	\$ 2,066,330.56
ODOT and County Staff estimate	\$ 516,582.64
<i>Subtotal</i>	<u>\$ 2,582,913.20</u>

Total PE estimate \$ 5,302,913.20

Utility Relocation (UR), not funded, phase removed

Utility estimate \$ 550,000.00

**Right-of-way (ROW), funds transferred to PE, not funded,
phase remains per Metro's request**

Constultant DAP estimate \$ 4,001,000.00

Construction (CN), not funded, phase removed

Consultant DAP estimate

AACE Class 3 (Low Range) @ -10%	\$33,187,879.23
AACE Class 3 (High Range) @ 30%	\$47,938,047.78

Metro AM22-06-NOV4 November #4 FY 2021 Administrative Modification Bundle #4

Key Number	21500	MTIP ID	71078
Name:	Cornelius Pass Road Arterial Corridor Management		
Lead Agency:	Washington County		
Changes:	> Update Detailed Description > Shift Other phase funds to Cons. No overall cost change		
Notes:	Minor updates to project		
AM Eligible:	Minor technical updates where no major scope or cost 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
 Modify Detailed Description and shift funds to Cons

Lead Agency: Washington County	4	Project Type:	TSMO	ODOT Key:	21500
Project Name: Cornelius Pass Road Arterial Corridor Management		ODOT Type:	OP-ITS	MTIP ID:	71078
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Status:	4
Short Description: Implement a variety of ITS treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR8, TV Highway) (ATCMTD child)		Conformity Exempt:	Yes	Comp Date	9/30/2025
		Performance Meas:	ITS	RTP ID:	11104
		On State Hwy Sys:	Various	RFFA ID:	N/A
		Mile Post Begin:	Multiple	RFFA Cycle:	N/A
		Mile Post End:	Multiple	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	2
Years Active:	3	OTC Approval:	No		
	STIP Amend#: 21-24-1653		MTIP Amend#: AM22-06-NOV4		
Detailed Description: ATCMTD child project that will implement just under a mile of fiber optic communication interconnect between US 26 and West Union Road, two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.					
STIP Description: Implement a variety of Intelligent Transportation System (ITS) treatments including rural curve warning systems and rural weather stations to enhance safety and mobility in rural and suburban Washington and Multnomah Counties.					

LAST Amendment or Admin Mod: Administrative - August 2021 - AB21-22-AUG2 - Slip Construction phase with \$1,160,000 of ATCMTD and local match to FY 2022. Slip \$800,000 of local funds in the Other phase to FY 2022 as well.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
ATCMTD	Z44A	2020		\$ 440,000				\$ 440,000
ATCMTD	Z44A	2022				\$ 1,160,000		\$ 1,160,000
								\$ -
Note:							Federal Totals:	\$ 1,600,000
Fund Obligations Amount:				\$ 440,000				Federal Aid ID
EA Number:				PE003228				C067(118)
Initial Obligation Date:				9/8/2020				
Known Expenditures:				N/A				
EA End Date:				N/A				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2020		\$ 104,100				\$ 104,100
Other	OTH0	2022				\$ 295,200		\$ -
Other	OTH0	2022				\$ 695,900		\$ 695,900
Other	OTH0	2022					\$ 800,700	\$ -
Other	OTH0	2022					\$ 400,000	\$ 400,000
								\$ -
								\$ -
							Local Total	\$ 1,200,000
Phase Totals Before Amend:			\$ -	\$ 544,100	\$ -	\$ 1,455,200	\$ 800,700	\$ 2,800,000
Phase Totals After Amend:			\$ -	\$ 544,100	\$ -	\$ 1,855,900	\$ 400,000	\$ 2,800,000
Year Of Expenditure (YOE):								\$ 2,800,000
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ 400,700	\$ (400,700)	\$ -
Phase Change Percentages:			0.00%	0.00%	0.00%	27.54%	-50.04%	0.00%

Notes and Changes

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

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification adjusts the Detailed Description in the MTIP, removes the variable message signs from the scope, and shifts funds from the Other phase back to Construction. There is no cost change as a result and the fund shifts supports construction phase needs.

> Support Materials: STIP Summary Report plus expanded email.

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 11104 - Regional TSMO Program Investments for 2018-2027

> OTC or Metro approvals required: No

Locations are called out county wide in the STIP. The project locations and jurisdictions are:

- Johnson / Cornelius Pass (Wash Co)
- Frances / Cornelius Pass (Wash Co)
- Lois / Cornelius Pass (Wash Co)
- Baseline / Cornelius Pass (Wash Co)
- Quatama / Cornelius Pass (Wash Co)
- Wilkins / Cornelius Pass (Wash Co)
- Cherry Dr / Cornelius Pass (Wash Co)
- Walbridge / Cornelius Pass (Wash Co)
- Butler / Walker / Cornelius Pass (Wash Co)
- Cornell Rd / Cornelius Pass (Wash Co)
- Ronler / Cornelius Pass (Wash Co)
- Evergreen / Cornelius Pass (Wash Co)
- Imbrie Dr / Cornelius Pass (Wash Co)
- US26 EB Ramp / Cornelius Pass (ODOT, US26 at M.P. 62.52)
- US26 WB Ramp / Cornelius Pass (ODOT, US26 at M.P. 63.03)
- Wagon Way / Cornelius Pass (ODOT, OR127 at M.P. 7.75)
- Rock Creek Blvd / Cornelius Pass (ODOT, OR127 at M.P. 7.60)
- Jacobsen St / Cornelius Pass (ODOT, OR127 at M.P. 7.33)
- West Union / Cornelius Pass (ODOT, OR127 at M.P. 7.14)
- Dynamic Curve Warning System on Cornelius Pass between Skyline Blvd and US30 (ODOT, OR127 at approx. M.P. 3.20 – 2.80)
- US30 / Cornelius Pass (ODOT, OR127 at M.P. 0.00)

The project also includes locations on Rock Creek Trail, which runs parallel to Cornelius Pass Rd.

- Rock Creek Trail - Cornell (Wash Co)
- Rock Creek Trail - Evergreen (Wash Co)