

Memo

Date: March 3, 2022

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: March #1 2022 Administrative Modification Bundle #1 AM22-13-MAR1 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 March #1 FY 2022 Administrative Modification, Bundle #1 to the 2021-26 MTIP is under Metro amendment number AM22-13-MAR1. The March #1 2022 Admin Mod Bundle #1 bundle contains six projects which are listed below:

Key	Lead Agency	Name	Change
22129	Clackamas County	Clackamas County Regional Freight ITS - Phase 2B	<u>SPLIT FUNDS:</u> The administrative modification splits \$200k from the construction phase and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects split into two phases
18001	Clackamas County	Clackamas County Regional Freight ITS Project	<u>COMBINE FUNDS:</u> The administrative modification splits \$200k from the construction phase of Key 22129 and transfers it to Key 18001 to support the construction phase
21255	ODOT	US26/OR213 Curb Ramps	<u>SLIP PHASE:</u> The administrative modification provides an additional \$230,095 from Statewide ADA funds and is being added to Preliminary Engineering to support the selected consultant cost which is higher than the current PE funding amount. Also, the ROW phase requires additional time which will impact UR and Cons. As a result, ROW, UR, and Cons are being slipped a year.
22431	ODOT	OR141/OR217 Curb Ramps	<u>SLIP PHASE:</u> The administrative modification slips the ROW phase from FFY 2022 to FFY 2023

21597	ODOT	US26: Glencoe Rd - Cornelius Pass Rd	<u>LIMITS CORRECTION:</u> The administrative modification provides a minor limits correction to the project.
21626	Portland	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	<u>SFLP CONVERSION:</u> The administrative modification converts the federal HSIP to ODOT approved SFLP per Agreement No. 34878/ 73000-00003544.

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 March #1 2022 MTIP Administrative Modification.

Kenneth F Lobeck

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

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	22129	MTIP ID	71101
Name:	Clackamas County Regional Freight ITS – Phase 2B		
Lead Agency:	Clackamas County		
Changes:	Split \$200k total from Cons and transfer to Key 18001 for Cons support		
Notes:	Pre- meeting with Clackamas to discuss Key 18001 funding needs and transfer. Possible Key 22129 may not be needed based on improvements being completed under Key 18001. Cons backfill deemed not required due to likelihood the project will be canceled.		
AM Eligible:	Funding lateral move under the Split/Combine admin mod eligibility logic.		



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

Administrative Modification
SPLIT FUNDS
 Split \$200k and transfer to Key 18001
 for Cons support

Lead Agency: Clackamas County	1	Project Type:	ITS/TSMO	ODOT Key:	22129	
Project Name: Clackamas County Regional Freight ITS – Phase 2B		ODOT Type	OPS-ITS	MTIP ID:	71101	
		Capacity Enhancing:	No	Status:	0	
Project Status: 0 = No activity.		Conformity Exempt:	Exempt	Comp Date	12/31/2026	
		Performance Meas:	ITS/Safety	RTP ID:	11104	
Short Description: Complete Freight ITS Action Plan improvements including installation of truck signal priorities, signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer		On State Hwy Sys:	No	RFFA ID:	50391	
		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#: AM22-13-MAR1			
Detailed Description: Complete unfunded existing County Freight ITS Action Plan in the Clackamas and Wilsonville Industrial Areas to include installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer.						
STIP Description: Complete Freight Intelligent Transportation Systems (ITS) Action Plan improvements, including installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer. These measures will improve freight mobility in the Clackamas and Wilsonville industrial areas.						

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		\$ 200,000				\$ 200,000
STBG-U	Z230	2024					\$ 1,019,815	\$ -
STBG-U	Z230	2024					\$ 840,355	\$ 840,355
								\$ -
								\$ -
Note:							Federal Totals:	\$ 1,040,355
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		\$ 22,891				\$ 22,891
Local	Match	2024					\$ 116,722	\$ -
Local	Match	2024					\$ 96,182	\$ 96,182
Other	OTH0	2024					\$ 610,972	\$ 610,972
								\$ -
							Local Total	\$ 730,045
Phase Totals Before Amend:			\$ -	\$ 22,891	\$ -	\$ -	\$ 1,747,509	\$ 1,770,400
Phase Totals After Amend:			\$ -	\$ 22,891	\$ -	\$ -	\$ 1,547,509	\$ 1,570,400
							Year Of Expenditure (YOE):	\$ 1,570,400
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ (200,000)	\$ (200,000)
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	-11.44%	-11.30%

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 splits \$200k from the construction phase and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects spit into two phases. Clackamas County now indicates the completion of Key 18001 may also full the original proposed ITS improvements planned under Key 22129. It is Possible Key 22129 may not need to move forwarded and be completed. Due to this situation, construction phase backfill is deemed not required per the fund shift policy.

> Support Materials: Completed PCR

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, 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.

> OTC or Metro approvals required: No



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.*

Construction bid received for K18001 has been over the Engineer's Estimate, therefore CN phase of K18001 is currently short funded by approx. \$200,000. Increasing the CN funds of K18001, by transferring funds from CN phase of K22129 is the best cost and time efficient solution. Additionally, the scope of the total project is mostly covered by project K18001 and work that is covered under K18001 can be removed from K22129. Co. will be reassessing the scope and need of project K22129. Transfer of funds between the two projects is the most cost and time effective solution for project delivery.

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

County will not award the project based on the current bid. Construction will be delayed as PS&E will have to be redone, scope will be reduced, certifications will need to be re-authorized, and project re-bid. This will result in increased costs and delay in construction of both projects K18001 and K22129. Other projects following this one (ex. ATCMTD) may be impacted.

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

NA

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	18001	MTIP ID	70478
Name:	Clackamas County Regional Freight ITS Project		
Lead Agency:	Clackamas County		
Changes:	Combine \$200k total for Cons from Key 22129		
Notes:	Pre- meeting with Clackamas to discuss Key 18001 funding needs and transfer. Possible Key 22129 may not be needed based on improvements being completed under Key 18001. Cons backfill deemed not required due to likelihood the project will be canceled.		
AM Eligible:	Funding lateral move under the Split/Combine admin mod eligibility logic.		



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

Administrative Modification
COMBINE FUNDS
 Combine \$200k from Key 22129 for
 Cons support

Lead Agency: Clackamas County	2	Project Type:	ITS/TSMO	ODOT Key:	18001
Project Name: Clackamas County Regional Freight ITS Project		ODOT Type	OPS-ITS	MTIP ID:	70478
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Capacity Enhancing:	No	Status:	6
Short Description: Complete Freight ITS Action Plan improvements including installation of truck signal priorities, signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer		Conformity Exempt:	Exempt	Comp Date	12/31/2026
		Performance Meas:	ITS/Safety	RTP ID:	11104
		On State Hwy Sys:	No	RFFA ID:	50182
		Mile Post Begin:	N/A	RFFA Cycle:	2012-15
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2014	Past Amend:	11
	Years Active:	9	OTC Approval:	No	
	STIP Amend#:	TBD	MTIP Amend#:	AM22-13-MAR1	
Detailed Description: Complete unfunded existing County Freight ITS Action Plan in the Clackamas and Wilsonville Industrial Areas to include installation of truck signal priorities, traffic signal UPS battery back-up traffic surveillance camera systems, count stations, travel time measurement sensors, and deployment of portable monitoring trailer.					
STIP Description: Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of intelligent transportation systems (ITS) enhancements.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2018		\$ 411,654				\$ 411,654
STBG-U	Z230	2014					\$ 238,838	\$ 238,838
STBG-U	Z23E	2022				\$ 1,424,508		\$ -
STBG-U	Z23E	2022				\$ 1,603,968		\$ 1,603,968
								\$ -
Note:							Federal Totals:	\$ 2,254,460
Fund Obligations Amount:				\$ 411,654			\$ 238,838	Federal Aid ID
EA Number:				PE002977			C4031703	
Initial Obligation Date:				7/25/2018			6/27/2014	
Known Expenditures:				\$ 252,689			\$ 206,332	
EA End Date:				7/31/2024			12/31/2022	
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2022		\$ 47,116				\$ 47,116
Local	Match	2014					\$ 27,336	\$ -
Local	Match	2022				\$ 163,041		\$ -
Local	Match	2022				\$ 183,581		\$ 183,581
								\$ -
							Local Total	\$ 230,697
Phase Totals Before Amend:			\$ -	\$ 458,770	\$ -	\$ 1,587,549	\$ 266,174	\$ 2,312,493
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 1,787,549	\$ 266,174	\$ 2,512,493
							Year Of Expenditure (YOE):	\$ 2,512,493
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
Phase Change Percentages:			0.00%	0.00%	0.00%	12.60%	0.00%	8.65%

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 splits \$200k from the construction phase of Key 22129 and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects spit into two phases. Clackamas County now indicates the completion of Key 18001 may also full the original proposed ITS improvements planned under Key 22129. It is Possible Key 22129 may not need to move forwarded and be completed. Due to this situation, construction phase backfill is deemed not required for Key 22129 per the fund shift policy.

> Support Materials: Completed PCR

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, 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.

> OTC or Metro approvals required: No



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.*

Construction bid received for K18001 has been over the Engineer's Estimate, therefore CN phase of K18001 is currently short funded by approx. \$200,000. Increasing the CN funds of K18001, by transferring funds from CN phase of K22129 is the best cost and time efficient solution. Additionally, the scope of the total project is mostly covered by project K18001 and work that is covered under K18001 can be removed from K22129. Co. will be reassessing the scope and need of project K22129. Transfer of funds between the two projects is the most cost and time effective solution for project delivery.

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

County will not award the project based on the current bid. Construction will be delayed as PS&E will have to be redone, scope will be reduced, certifications will need to be re-authorized, and project re-bid. This will result in increased costs and delay in construction of both projects K18001 and K22129. Other projects following this one (ex. ATCMTD) may be impacted.

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

NA

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: Request to increase CN from \$1,587,549.00 to \$1,787,549.00.					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need (Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2018	\$458,770.00	\$458,770.00	\$0.00
	Right-of-Way (RW)				\$0.00
	Utility Relocation (UR)				\$0.00
	Construction (CN)	2022	\$1,587,549.00	\$1,787,549.00	(\$200,000.00)
	Other (OT)	2014	\$266,174.00	\$266,174.00	\$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.*

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	22155	MTIP ID	71051
Name:	US26/OR213 Curb Ramps		
Lead Agency:	ODOT		
Changes:	ROW, UR, and Cons phases slip by a year. \$230k is added to PE to address consulting needs.		
Notes:	Slips remain in constrained years.		
AM Eligible:	Cost increases is less than30% threshold. Phase slips remain in constrained years.		



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

Administrative Modification
SLIP PHASE
 Slip ROW, UR, and Cons, plus add
 \$230k to PE

Lead Agency: ODOT		Project Type:	SM&O	ODOT Key:	22155
Project Name: US26/OR213 Curb Ramps	3	ODOT Type	ADA	MTIP ID:	71051
		Capacity Enhancing:	No	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	OR213	Conformity Exempt:	Exempt	Comp Date	12/31/2027
		Performance Meas:	Safety	RTP ID:	12095
Short Description: Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations	5.24	On State Hwy Sys:	US26	RFFA ID:	N/A
	5.24	Mile Post Begin:	5.59	RFFA Cycle:	N/A
	0.00	Mile Post End:	5.59	UPWP:	No
		Length:	0.00	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	2
		Years Active:	5	OTC Approval:	No
STIP Amend#: 21-24-1878			MTIP Amend#: AM22-13-MAR1		

Detailed Description: On US26 & OR213: design and construct curb ramps and pedestrian signals in compliance with ADA requirements on US26 (Mt Hood Hwy) at SE 92nd Ave intersection, on OR213 at the SE 82nd Ave and the SE Holgate Blvd intersection, on OR8 at the SE 67th Ave & SW 229th Ave intersection in Hillsboro

STIP Description: Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards to improve access for people with disabilities.

LAST Amendment or Admin Mod: . Administrative - August 2021 - Slip ROW and Utilities to 2022 and slip CON to 2023.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001 M001	2018		\$ 336,488				\$ 336,488
AC-NHPP	ACP0	2018		\$ 206,464				\$ 206,464
ADVCON	ACP0	2022			\$ 94,217			\$ -
State STBG	Z240	2023			\$ 94,216			\$ 94,216
State STBG	Z240	2022				\$ 8,973		\$ -
State STBG	Z240	2023				\$ 8,973		\$ 8,973
ADVCON	ACP0	2023					\$ 1,000,490	\$ -
State STBG	Z240	2024					\$ 1,000,489	\$ 1,000,489
								\$ -
Note:							Federal Totals:	\$ 1,646,630
Fund Obligations Amount:				\$ 542,952				Federal Aid ID
EA Number:				PE002949				
Initial Obligation Date:				5/3/2018				
Known Expenditures:				N/A				
EA End Date:				12/31/2024				
State Funds								
State	Match	2018		\$ 38,512				\$ 38,512
State	Match	2018		\$ 23,631				\$ 23,631
State	Match	2022			\$ 10,784			\$ -
State	Match	2023			\$ 10,784			\$ 10,784
State	Match	2022				\$ 1,027		\$ -
State	Match	2023				\$ 1,027		\$ 1,027
State	Match	2023					\$ 114,511	\$ -
State	Match	2024					\$ 114,511	\$ 114,511
							State Total:	\$ 188,465

Local Funds								
							\$ -	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 375,000	\$ 105,001	\$ 10,000	\$ 1,115,001	\$ 1,605,002		
Phase Totals After Amend:	\$ -	\$ 605,095	\$ 105,000	\$ 10,000	\$ 1,115,000	\$ 1,835,095		
							Year Of Expenditure (YOE):	\$ 1,835,095
Phase Change Amounts:	\$ -	\$ 230,095	\$ (1)	\$ -	\$ (1)	\$ 230,093		
Phase Change Percentages:	0.00%	61.36%	0.00%	0.00%	0.00%	14.34%		

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 provides an additional \$230,095 from Statewide ADA funds and is being added to Preliminary Engineering to support the selected consultant cost which is higher than the current PE funding amount. Also, the ROW phase requires additional time which will impact UR and Cons. As a result, ROW, UR, and Cons are being slipped a year, The cost change is less the and the 30% threshold for projects between \$1 million and \$5 million in total project cost

> Support Materials: STIP Summary Report + STIP Impacts Worksheet

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

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

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> OTC or Metro approvals required: No

> Additional funding approved by ADA funding manager

Key Number: 21255

2021-2024 STIP

Project Name: US26/OR213 curb ramps

(DRAFT AMENDMENT

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	ACPO	ADVANCE CONSTRUCT PR		38.03%	230,095.00	89.73%	206,464.24	10.27%	23,630.76	0.00%	0.00
	M001	NHPP	Y	61.97%	375,000.00	89.73%	336,487.50	10.27%	38,512.50	0.00%	0.00
	PE Totals			100.00%	605,095.00		542,951.74		62,143.26		0.00
RW	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	105,000.00	89.73%	94,216.50	10.27%	10,783.50	0.00%	0.00
	RW Totals			100.00%	105,000.00		94,216.50		10,783.50		0.00
UR	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	10,000.00	89.73%	8,973.00	10.27%	1,027.00	0.00%	0.00
	UR Totals			100.00%	10,000.00		8,973.00		1,027.00		0.00
CN	Z240	SURFACE TRANSP BLOCK GRTS-FLEX		100.00%	1,115,000.00	89.73%	1,000,489.50	10.27%	114,510.50	0.00%	0.00
	CN Totals			100.00%	1,115,000.00		1,000,489.50		114,510.50		0.00
Grand Totals					1,835,095.00		1,646,630.74		188,464.26		0.00

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	22431	MTIP ID	71247
Name:	OR141/OR217 Curb Ramps		
Lead Agency:	ODOT		
Changes:	ROW phase slips from FFY 2022 to FFY 20223. No cost or scope changes as a result		
Notes:	Total project cost remains unchanged		
AM Eligible:	Phase slips within constrained years without triggering scope or cost changes may occur as an administrative modification		



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

Administrative Modification
SLIP ROW PHASE
 Slip ROW phase from FFY 2022 to
 FFY 2023

Lead Agency: ODOT	4	Project Type:	O&M	ODOT Key:	22431
Project Name: OR141/OR217 Curb Ramps		ODOT Type	ADA	MTIP ID:	71247
		Capacity Enhancing:	No	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Conformity Exempt:	Exempt	Comp Date	12/31/2026
		Performance Meas:	Safety	RTP ID:	12095
		On State Hwy Sys:	OR141	RFFA ID:	N/A
		Mile Post Begin:	2.57	RFFA Cycle:	N/A
		Mile Post End:	7.07	UPWP:	No
		Length:	4.50	UPWP Cycle:	N/A
		1st Year Program'd:	2021	Past Amend:	0
	Years Active:	2	OTC Approval:	No	
Short Description: At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.		STIP Amend#: 21-24-1773	MTIP Amend#: AM22-13-MAR1		

Detailed Description: On OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

LAST Amendment or Admin Mod: . One. First amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 851,830				\$ -
State STBG	Z24E	2021		\$ 851,830				\$ 851,830
AC-STBGS	ACP0	2022			\$ 299,730			\$ -
AC-STBGS	ACP0	2023			\$ 299,730			\$ 299,730
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ 1,304,043
								\$ -
Note:							Federal Totals:	\$ 2,455,603
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:				N/A				
EA End Date:				N/A				
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State	Match	2022			\$ 34,305			\$ -
State	Match	2023			\$ 34,305			\$ 34,305
State	Match	2023					\$ 149,254	\$ 149,254
							State Total:	\$ 281,055
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
Phase Totals After Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
							Year Of Expenditure (YOE):	\$ 2,736,658
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	0.00%	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 - Air Quality - Bicycle and pedestrian facilities.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification slips the ROW phase from FFY 2022 to FFY 2023

> Support Materials: STIP Summary Report and STIP Impacts Worksheet (CMR)

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

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

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> OTC or Metro approvals required: No

PROJECT 11

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	Z24E	Surface transportation block grants - flex FAST ext	Y	100.00%	949,326.00	89.73%	851,830.22	10.27%	97,495.78	0.00%	0.00
	PE Totals			100.00%	949,326.00		851,830.22		97,495.78		0.00
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	334,035.00	89.73%	299,729.61	10.27%	34,305.39	0.00%	0.00
	RW Totals			100.00%	334,035.00		299,729.61		34,305.39		0.00
CN	ACPO	ADVANCE CONSTRUCT PR		100.00%	1,453,297.00	89.73%	1,304,043.40	10.27%	149,253.60	0.00%	0.00
	CN Totals			100.00%	1,453,297.00		1,304,043.40		149,253.60		0.00
Grand Totals					2,736,658.00		2,455,603.23		281,054.77		0.00

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	21597	MTIP ID	71152
Name:	US26: Glencoe Rd - Cornelius Pass Rd		
Lead Agency:	ODOT		
Changes:	Extend EB MP limits by 0.10 miles. Revised overall limits are 57.05 to 62.34. Technical correction. There is no associated scope or cost change driving the adjustment.		
Notes:	Limits are not symmetrical on both sides of US26. Slight difference on EB side which is being corrected.		
AM Eligible:	Limits change less than 1 mile and does not involve scope or cost changes.		



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

Administrative Modification
LIMITS CORRECTION
 EB limits extended by 0.10

Lead Agency: ODOT	5	Project Type:	O&M	ODOT Key:	21597
Project Name: US26: Glencoe Rd - Cornelius Pass Rd		ODOT Type	Bridge	MTIP ID:	71152
		Capacity Enhancing:	No	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Conformity Exempt:	Exempt	Comp Date	12/31/2026
		Performance Meas:	Safety	RTP ID:	12094
		On State Hwy Sys:	US26	RFFA ID:	N/A
		Mile Post Begin:	57.05	RFFA Cycle:	N/A
		Mile Post End:	62.24 62.34	UPWP:	No
		Length:	5.19 5.29	UPWP Cycle:	N/A
		1st Year Program'd:	2022	Past Amend:	0
	Years Active:	1	OTC Approval:	No	
STIP Amend#: 21-24-1930		MTIP Amend#: AM22-13-MAR1			

Detailed Description: Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.

STIP Description: Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.

LAST Amendment or Admin Mod: . None. First amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2022		\$ 1,627,675				\$ -
AC-NHPP (89.73%)	ACPO	2022		\$ 1,627,675				\$ 1,627,675
NHPP	Z001	2024					\$ 9,857,047	\$ 9,857,047
								\$ -
								\$ -
Note:							Federal Totals:	\$ 11,484,722
Fund Obligations Amount:				\$ 1,627,675				Federal Aid ID
EA Number:				PE003337				
Initial Obligation Date:				10/22/2021				
Known Expenditures:				N/A				
EA End Date:				10/31/2029				
State Funds								
State	Match	2022		\$ 186,295				\$ 186,295
State	Match	2024					\$ 1,128,183	\$ 1,128,183
								\$ -
							State Total:	\$ 1,314,478
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,813,970	\$ -	\$ -	\$ 10,985,230	\$ 12,799,200
Phase Totals After Amend:			\$ -	\$ 1,813,970	\$ -	\$ -	\$ 10,985,230	\$ 12,799,200
							Year Of Expenditure (YOE):	\$ 12,799,200
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	0.00%	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 - Safety - Pavement resurfacing and/or rehabilitation.

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification provides a minor limits correction to the project.

> 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

> RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.

> 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		
PE	ACPO	ADVANCE CONSTRUCT PR	Y	100.00%	1,813,970.00	89.73%	1,627,675.28	10.27%	186,294.72	0.00%	0.00		
	PE Totals				100.00%	1,813,970.00		1,627,675.28		186,294.72		0.00	
CN	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	10,985,230.00	89.73%	9,857,046.88	10.27%	1,128,183.12	0.00%	0.00		
	CN Totals				100.00%	10,985,230.00		9,857,046.88		1,128,183.12		0.00	
Grand Totals							12,799,200.00		11,484,722.16		1,314,477.84		0.00

Metro AM22-13-MAR1 March #1 2022 Administrative Modification Bundle 1

Key Number	21626	MTIP ID	71180
Name:	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)		
Lead Agency:	ODOT		
Changes:	Convert the HSIP to ODOT approved SFKP funds. There is not cost change as a result of the conversion		
Notes:	Part of several approved SFLP projects moving forward.		
AM Eligible:	Fund swaps within the same year that do not result in scope or cost changes		



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

Administrative Modification
SFLP CONVERSION
 Convert HSIP to ODOT approved
 SFLP

Lead Agency:	Portland		Project Type:	SM&O	ODOT Key:	21626
Project Name: NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)		6	ODOT Type	ADA	MTIP ID:	71180
			Capacity Enhancing:	No	Status:	4
Project Status:			Conformity Exempt:	Exempt	Comp Date	12/31/2026
			Performance Meas:	Safety	RTP ID:	11846
Short Description: Install pedestrian crossing islands to improve safety by reducing crossing distances and allowing pedestrians to cross one direction of traffic flow at a time. Install advance pedestrian signals to increase visibility and safety.			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:	1
			Years Active:	5	OTC Approval:	No
			STIP Amend#:	21-24-1959	MTIP Amend#:	AM22-13-MAR1

Detailed Description: Install pedestrian crossing islands to improve safety by reducing crossing distances and allowing pedestrians to cross one direction of traffic flow at a time. Install advance pedestrian signals to allow pedestrians to establish themselves in the intersection prior to vehicle movements to increase visibility and safety.

STIP Description: Install pedestrian crossing islands to allow pedestrians to cross one direction of traffic flow at a time. Install advance pedestrian signals to allow pedestrians to advance into the intersection prior to vehicle movements to increase visibility and safety.

LAST Amendment or Admin Mod: . Administrative - August 2021 - AB21-22-AUG2- Slip PE phase with \$64,995 of HSIP and match to FY 2022. Complete later SFLP conversion amendment in fall

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	ZS30	2022	-	\$ 64,995				\$ -
HSIP	ZS30	2023					\$ 314,834	\$ -
								\$ -
								\$ -
Note:							Federal Totals:	\$ -
Fund Obligations Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
Known Expenditures:								
EA End Date:								
State Funds								
SFLP	S060	2023					\$ 379,828	\$ 379,828
								\$ -
							State Total:	\$ 379,828
Local Funds								
Local	Match	2022		\$ 5,483				\$ -
Local	Match	2022					\$ 26,560	\$ -
Local	Match	2022					\$ 32,043	\$ 32,043
								\$ -
							Local Total	\$ 32,043
Phase Totals Before Amend:			\$ -	\$ 70,478	\$ -	\$ -	\$ 341,394	\$ 411,872
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 411,871	\$ 411,871
							Year Of Expenditure (YOE):	\$ 411,871
Phase Change Amounts:			\$ -	\$ (70,478)	\$ -	\$ -	\$ 70,477	\$ (1)
Phase Change Percentages:			0.00%	-100.00%	#DIV/0!	0.00%	20.64%	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 - .Air Quality - Bicycle and pedestrian facilities

Reason for Modification and Summary of Changes plus Impacts:

The Administrative Modification converts the federal HSIP to ODOT approved SFLP per Agreement No. 34878/ 73000-00003544. The total project cost remains unchanged at \$411,872

> Support Materials: STIP Summary Report, STIP Impacts Worksheet, and SFLP Agreement

Other Review Areas:

> Capacity enhancing: No

> Modeled project: No

> RTP Verification: Yes, ID 11146- Killingsworth/Interstate Phase 1

> Description: Construct priority pedestrian and bicycle network improvements within and connecting to the Killingsworth / Interstate Town Center and nearby Neighborhood Centers.

> 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
PE	ACPO	ADVANCE CONSTRUCT PR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals			0.00%	0.00		0.00		0.00		0.00
CN	S060	SFLP - State Funded Local Program EFF USE OF LOCAL FED FUNDS		100.00%	411,872.00	92.22%	379,828.36	0.00%	0.00	7.78%	32,043.64
	Z530	HIGHWAY SAFETY IMP PROG FAST		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	411,872.00		379,828.36		0.00		32,043.64
Grand Totals					411,872.00		379,828.36		0.00		32,043.64

LOCAL AGENCY AGREEMENT
State Funded Local Project Program
Project Name: NE Killingsworth St: MLK Jr. Blvd – 33rd Ave (Portland)

THIS AGREEMENT is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT;" and CITY OF PORTLAND, acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. Agency wishes to exchange unspent federal funds for state funds, in order to fund the Project using state funding. State has determined that Agency is eligible for state funds for the work to be performed under this Agreement through the State Funded Local Project Program. The Parties enter into this Agreement to exchange these funds, identify the Project that will be funded with the state funds, and describe the method State will use to reimburse Agency for work performed on the Project using the state funds, including establishing invoicing requirements and the proportional reimbursement rate.

TERMS OF AGREEMENT

1. State and Agency agree to Agency installing pedestrian crossing islands and signals along NE Killingsworth Street between Martin Luther King Junior Boulevard and 33rd Avenue, hereinafter referred to as the "Project." The Project location and approximate limits are shown on the map marked "Exhibit A," attached hereto and by this reference made a part hereof.
2. The total Project cost for the work to be performed under this Agreement is estimated at \$411,872, which is subject to change. Prior to exchanging funds, the

Key No. 21626

City Contract #30007988

Agency/State
Agreement No. 34878/ 73000-00003544

federal share of the total Project cost is \$379,828.36.

- a. Per the 1:1 fund exchange ratio of state dollars to federal dollars, Agency will exchange \$379,828.36 of federal dollars allocated for this Project for \$379,828.36 of state dollars.
 - b. State funds under this Agreement are limited to \$379,828.36.
3. Upon receipt and approval of Agency's invoice(s), State shall proportionately reimburse Agency 92.22 percent of eligible, actual costs incurred in carrying out the Project, up to the maximum amount of state funds committed for the Project.