

# Memo

Date: December 7, 2022

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

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

Subject: December FFY 2023 Administrative Modification Bundle #1 AM23-04-DEC1 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 December #1 FFY 2023 Administrative Modification, Bundle #1 to the 2021-26 MTIP is under Metro amendment number AM23-04-DEC1. The December #1 FFY 2023 Admin Mod Bundle #1 contains five projects:

Key	Lead Agency	Name	Change
22129	Clackamas County	Clackamas County Regional Freight ITS – Phase 2B	<b><u>COST DECREASE:</u></b> The admin mod removes the local overmatch as the construction phase will not require the funding. The impacted scope elements were completed as part of Phase 2A in Key 18001. Metro also is waiving the 30% cost threshold as no scope or limits change is occurring.
22592	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	<b><u>ADD FUNDS:</u></b> The Administrative Modification adds a \$5 million RAISE grant award to the Project’s PE phase.
22137	Multnomah County	Sandy Blvd: Gresham to 230th Ave	<b><u>ADVANCE PHASE</u></b> The Planning phase previously was slipped to FFY 2023 as it was thought it would not obligate until October 2022. However, the phase obligated before the end of FFY 2022. As a technical correction, the Planning phase is being advanced to FFY 2022 in the MTIP. No action in the STIP is required as the Planning phase was updated to be FFY 2022 based on the obligation date.
21602	ODOT	I-5: Marquam Bridge - Capitol Highway	<b><u>COMBINE:</u></b> The Administrative Modification combines scope and funding from the split if Keys 21601 and 20474. The net cost change is 17% and less than the 20% threshold.
22315	ODOT	I-5: Interstate bridge control equipment (Portland)	<b><u>ADD PHASE:</u></b> Add an Other phase by shifting \$35k from the construction phase to address overlapping scope activities issues with Key 22316.

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

Thank you for your time to review Metro's December #1, FFY 2023 MTIP Administrative Modification.

*Kenneth F Lobeck*

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

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-04-DEC1 December #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>22129</b>	MTIP ID	<b>71101</b>
Name:	<b>Clackamas County Regional Freight ITS – Phase 2B</b>		
Lead Agency:	Clackamas County		
Changes:	Local overmatch is removed as the funding support scope elements that were completed under the Phase 2A portion to the project in Key 18001.		
Notes:	The 30% cost change threshold is waived for the project. Processing as an admin mod is authorized.		
AM Eligible:	The connection with Key 18001 results in the cost decrease as several scope elements proposed for Key 22129 were completed as part of Phase 2A in Key 18001. Metro can waive the cost decrease as and move forward administratively as no scope real scope change is occurring		



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

**Administrative Modification  
COST DECREASE  
Remove the local overmatch  
from Cons**

<b>Lead Agency:</b>	<b>Clackamas County</b>		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22129</b>
<b>Project Name:</b>	<b>Clackamas County Regional Freight ITS – Phase 2B</b>	<b>1</b>	Fiscal Type:	Capital SM&O	<b>MTIP ID:</b>	<b>71101</b>
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)			ODOT Type:	Ops-ITS	<b>Status:</b>	<b>2</b>
<b>Short Description:</b> 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			Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
			Conformity Exempt:	Exempt	RTP ID:	11104
			Performance Meas:	Safety	RTP Approval:	12/6/2018
			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:	2
			Years Active:	1	OTC Approval:	No
			Flex Transfer:	No	Flex Code:	N/A
			STIP Amend#:	21-24-2887	MTIP Amend#:	<b>AM23-04-DEC1</b>

**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: Administrative - August 2022 - AM22-29-AUG4 - Slip PE phase to FFY 2023

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STBG-U	Z230	2023		\$ 200,000				\$ -
STBG-U	Z230	2024					\$ 840,355	\$ 840,355
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	<b>\$ 840,355</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2023		\$ 22,891				\$ 22,891
Local	Match	2024					\$ 96,182	\$ 96,182
<del>Other</del>	<del>OTH0</del>	<del>2024</del>					<del>\$ 610,972</del>	\$ -
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ 222,891	\$ -	\$ -	<del>\$ 1,547,509</del>	<del>\$ 1,770,400</del>
Phase Totals After Amend:			\$ -	\$ 222,891	\$ -	\$ -	<b>\$ 936,537</b>	<b>\$ 1,159,428</b>
Year Of Expenditure (YOE):								\$ 1,159,428

Programming Adjustments Summary Details						
Is the project short programmed:						
Phase Change Amounts:	\$ -	\$ -	\$ -	\$ -	\$ (610,972)	\$ (610,972)
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	-39.48%	-34.51%
Revised Match Federal:	\$ -	\$ 22,891	\$ -	\$ -	\$ 96,182	\$ 119,073
Revised Match Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%
Phase Obligations and Expenditures Summary						
Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ -				
Federal Funds Obligated:						Notes
Initial Obligation Date:						
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						
Amendment Consistency Check Glossary Summary Details						
Capacity Enhancing Project:	No. The project is not capacity enhancing.					
Modeled Project:	No. The project does not require transportation demand modeling analysis.					
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes, per Table 2					
Exemption Reference:	40 CFR 93.126, Table 2, Safety					
Exemption Category:	Safety - Traffic control devices and operating assistance other than signalization projects.					
Administrative Mod Summary:	<p>The admin mod reduces the construction phase cost by canceling the local overmatching funds for the project. Key 22129 is the follow-on ITS project to Key 18001 for Clackamas County. Key 18001 complete some of the original scope elements thought would be needed in Key 22129. As a result, Clackamas County was offered the option to adjust the project scope to 22129. The adjusted scope stays true tot he original RFFA award and to the proposed ITS improvements to Key 18001. Together, Phase 2A in Key 18001 and Phase 2B in 22129 are considered a single project. The cost decrease to Key 22129 results from the savings of added completed scope in Key 18001. The net cost change to the project is 34.5%. Since no real scope elements are lost as a result of the cost change, the cost decrease falls within Metro's allowable cost decrease/no scope impact to the project. The standard 30% cost change threshold for project costs between \$1 and \$5 million is waived as well. The project may proceed through Metro's approval process as an administrative modification. Backfill of the construction phase is not required.</p>					
Special Approval Conditions:	Metro special cost decrease with no impact to scope rule applied allowing the project to proceed as an administrative modification.					
Submitted Materials:	STIP Summary Report, STIP Impacts Worksheet, and update cost change estimate					

Amendment Matrix Reference:	Metro amendment rule change for cost decreases not impacting scope of work which are allowed to process as administrative modifications. Second, the cost decrease is 34.5%. Metro is waiving the regular cost change 30% threshold for project costs between \$1 and 5 million dollars.
Special Considerations:	None
Constrained RTP ID and Name:	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.
Additional comments:	

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		100.00%	222,891.00	89.73%	200,000.09	0.00%	0.00	10.27%	22,890.91
	<b>PE Totals</b>			<b>100.00%</b>	<b>222,891.00</b>		<b>200,000.09</b>		<b>0.00</b>		<b>22,890.91</b>
CN	OTH0	OTHER THAN STATE OR		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	Z230	STP >200K		100.00%	936,537.00	89.73%	840,354.65	0.00%	0.00	10.27%	96,182.35
	<b>CN Totals</b>			<b>100.00%</b>	<b>936,537.00</b>		<b>840,354.65</b>		<b>0.00</b>		<b>96,182.35</b>
<b>Grand Totals</b>					<b>1,159,428.00</b>		<b>1,040,354.74</b>		<b>0.00</b>		<b>119,073.26</b>

Table 7 - Phase 2B project cost estimate (reduced)

2022-2024 RFFA - COST ESTIMATE - 2019						
Clackamas County						
HIGHWAY:	Clackamas County Regional Freight ITS Project - Phase 2B (Revised)				COUNTY	
Various					Clackamas	
PROJECT NUMBER	KIND OF WORK	LENGTH	DATE	PREPARED BY		
	Traffic Signal Modification and ITS	0	12/03/2019	Clackamas		
ITEM NUMBER	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL	
0210-010000A	MOBILIZATION	LS	1	\$ 65,988.00	\$ 65,988.00	
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	\$ 48,880.00	\$ 48,880.00	
0990-0102000A	SIGNAL MODIFICATION, SE 82nd Dr	LS	1	\$ 137,000.00	\$ 137,000.00	
0990-0102000A	SIGNAL MODIFICATION, OR 212	LS	1	\$ 161,000.00	\$ 161,000.00	
0990-0102000A	SIGNAL MODIFICATION, OR 224	LS	1	\$ 59,000.00	\$ 59,000.00	
0990-0102000A	SIGNAL MODIFICATION, SE Sunnybrook Blvd	LS	1	\$ 142,000.00	\$ 142,000.00	
0990-0102000A	SIGNAL MODIFICATION, SE 95th Ave	LS	1	\$ 30,000.00	\$ 30,000.00	
0990-0102000A	SIGNAL MODIFICATION, SW Elligsen Rd	LS	1	\$ 30,000.00	\$ 30,000.00	
0990-0102000A	SIGNAL MODIFICATION, SW Wilsonville Rd	LS	1	\$ 52,000.00	\$ 52,000.00	
<b>CONSTRUCTION SUBTOTAL</b>					<b>\$ 725,868.00</b>	
	Preliminary Engineering (Consultant)	LS	1	\$ 90,000.00	\$ 90,000.00	
	Construction Engineering (Consultant)	LS	1	\$ 45,000.00	\$ 45,000.00	
	Clackamas County PE Costs	LS	1	\$ 45,000.00	\$ 45,000.00	
	Clackamas County CE Costs	LS	1	\$ 75,000.00	\$ 75,000.00	
	ODOT Admin Cost	LS	1	\$ 25,000.00	\$ 25,000.00	
	Signal Timing with Before & After Report (including counts) (Consultant)	LS	1	\$ 145,000.00	\$ 145,000.00	
	System Engineering/Other Phase	LS	1	\$ -	\$ -	
	Escalation (3.5% increase per year from 2019 to 2022)		3.5%		\$ 125,120.00	
<b>AGENCY &amp; CONSULTANT SERVICES SUBTOTAL</b>					<b>\$ 550,120.00</b>	
	Construction and Risk Contingency		10%		\$ 83,295.02	
<b>TOTAL PROJECT COST - (2022 DOLLARS ROUNDED)</b>					<b>\$ 1,359,300.00</b>	
	Local Match (10.27%) Rounded		10.27%	\$ -	\$ 139,601.00	
	2022-2024 RFFA Grant		89.73%	\$ -	\$ 1,219,700.00	

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-04-DEC1 December #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>22592</b>	<b>MTIP ID</b>	<b>71270</b>
Name:	<b>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave</b>		
Lead Agency:	Multnomah County		
Changes:	Add awarded RAISE grant to the PE phase with 20% match		
Notes:	Only the PE phase is being adjusted		
AM Eligible:	Fund swaps and fund additions can occur a administrative mods as long as no scope, limits, and cost net cost changes occur as a result.		



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

**Administrative Modification  
ADD FUNDS  
Add RAISE grant award to PE phase  
with match**

<b>Lead Agency:</b> Multnomah County		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22592</b>
<b>Project Name:</b> <b>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave</b>	<b>2</b>	Fiscal Type:	Planning Capital	<b>MTIP ID:</b>	<b>71270</b>
		ODOT Type:	Bridge	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
		Conformity Exempt:	Exempt	RTP ID:	11129
		Performance Meas:	Safety	RTP Approval:	12/6/2018
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	2	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-04-DEC1</b>



**Detailed Description:**

Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various required street improvements for public safety which may result in decreasing through-lane capacity from 5 to 4 lanes.

**STIP Description:** Design plans to replace and construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety.

LAST Amendment or Admin Mod: Formal - April 2022 - AP22-09-APR - ADD NEW PROJECT: 4/4/22 adjustment - The formal amendment adds the PE phase with \$123.3 million of local funds for the new Earthquake Ready Burnside Bridge replacement/reconstruction project. The MTIP Detailed description is updated to be more generic based on the multiple alternatives under review for the FEIS.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
RASIE		2022		\$ 5,000,000				\$ 5,000,000
								\$ -
Note:							<b>Federal Totals:</b>	\$ 5,000,000
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>Local Funds</b>								
Other	<del>OTH0</del>	2022		<del>\$ 123,300,000</del>				\$ -
Other	OTH0	2022		\$ 117,050,000				\$ 117,050,000
Local (RAISE)	Match	2022		\$ 1,250,000				\$ 1,250,000
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			\$ -	\$ 123,300,000	\$ -	\$ -	\$ -	\$ 123,300,000
Phase Totals After Amend:			\$ -	\$ 123,300,000	\$ -	\$ -	\$ -	\$ 123,300,000
							Year Of Expenditure (YOE):	\$ 123,300,000
							Estimated Total Project Cost:	\$ 900,000,000

**Programming Adjustments Summary Details**

Is the project short programmed: Only PE phase is currently programmed in the 2021-24 MTIP. Th new 2024-27 MTIP adds ROW phase funding increasing the total programmed amount to \$157.9 million. Multnomah County is working on the remaining required construction phase. Once secured, it will be added to the RTP Update and 2024-27 MTIP in a later amendment.

Phase Change Amounts:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,250,000
Revised Match Percent:	N/A	20.00%	N/A	N/A	N/A	20.00%

**Phase Obligations and Expenditures Summary**

Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						Notes
Initial Obligation Date:						
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

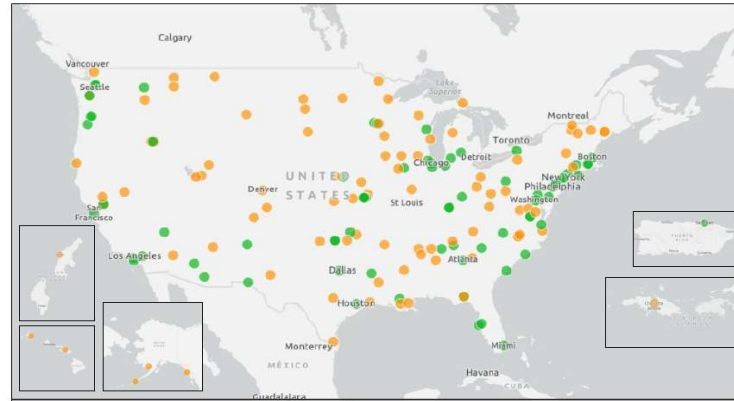
**Amendment Consistency Check Glossary Summary Details**

Capacity Enhancing Project:	No. The project final alternative is expected to propose drop a through lane.
Modeled Project:	No. Presently, the project is in PE and considered a planning project. Through the 2023 RTP Update, Multnomah County is expected to complete their funding plan for the project as add the construction phase to the RTP. As part of the 2023 RTP Update, the project will complete any required transportation demand modeling updates. This will then allow Multnomah County to add required funding to the construction phase in the MTIP
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis Yes and No. As a planning completing PE, transportation demand modeling analysis is not required. The project is considered to be an exempt project. Once the RTP is updated wit the final alignment, the transportation demand modeling will be completed. The project status will change to be a capacity changing project
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: 40 CFR 93.126, Table 2
Exemption Category:	Table 2, Other - Planning and Technical Studies
Administrative Mod Summary:	The administrative modification adds the new RAISE grant award to the project's PE phase. A minimum match of 20% (or \$1,250,000) has been applied under the urban requirements for the RAISE grant program. The overmatch is adjusted to include the local match.
Special Approval Conditions:	Verification of USDOT RAISE grant award

Submitted Materials:	Request for programming adjustment plus RAISE grant award notification
Amendment Matrix Reference:	Fund swaps and adding funds that do not change the programmed amount or scope
Special Considerations:	The match requirement to the RAISE grant is not 100% verified as required. It is possible the RAISE grant could be 100% federal.
Constrained RTP ID and Name:	ID #11129 - Earthquake Ready Burnside Bridge Phase 1
RTP Description:	ERBB NEPA Phase. Earthquake ready burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.
Additional comments:	Full project programming is expected to occur in a later amendment as part of the 2024-27 MTIP and after the new RTP is updated.



## RAISE 2022 FACT SHEETS



### EARTHQUAKE READY BURNSIDE BRIDGE

RAISE AWARD AMOUNT: \$5,000,000

APPLICANT: COUNTY OF MULTNOMAH

STATE: OREGON

URBAN

**Project Description:** This planning project will replace the existing 96 year-old Burnside Bridge with a new seismically resilient bridge, including wider, safer bike and pedestrian facilities separated from vehicular traffic, and upgraded ADA compliant sidewalk routes to light rail transit.

**Project Benefits:** The project will provide a lifeline route in the event of an earthquake, as well as improve safety by implementing safer bike and pedestrian facilities. The project will improve the condition of at-risk infrastructure, while providing affordable and accessible transportation choices for an underserved community.

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-04-DEC1 December #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>22137</b>	MTIP ID	<b>71093</b>
Name:	<b>Sandy Blvd: Gresham to 230th Ave</b>		
Lead Agency:	Multnomah County		
Changes:	Advance Planning phase to FFY 2022 to reflect actual obligation		
Notes:	Project obligated before the end of FFY 2022. Slip to FFY 2023 end up not being necessary.		
AM Eligible:	Phase slips within constrained years are allowable as Admin Mods		



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

**Administrative Modification  
ADVANCE PHASE**  
Advance Planning phase forward to  
FFY 2022 for EOY obligation

<b>Lead Agency:</b> Multnomah County		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22137</b>
<b>Project Name:</b> Sandy Blvd: Gresham to 230th Ave	<b>3</b>	Fiscal Type:	<del>Capital</del> Planning	<b>MTIP ID:</b>	<b>71093</b>
		ODOT Type	BikePed	<b>Status:</b>	<b>D</b>
<b>Project Status:</b> D = Project implementation in progress		Capacity Enhancing:	No	<b>Comp Date</b>	<b>6/30/2024</b>
		Conformity Exempt:	Exempt	RTP ID:	10399
<b>Short Description:</b> Complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network		Performance Meas:	N/A Plan	RTP Approval:	12/6/2018
		On State Hwy Sys:	No	RFFA ID:	50379
		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:	3
		Years Active:	2	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-04-DEC1</b>

**Detailed Description:** In Multnomah County on Sandy Blvd from Gresham city limits to 230th Ave complete project development activities including design and engineering to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements with a dual purpose of improving the reliability of Sandy Boulevard as a regional freight route by reducing congestion and conflicts between users.

**STIP Description:** Complete project development activities to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network. These improvements will increase safety and accessibility and improve Sandy Blvd as a regional freight route by reducing congestion and conflicts between users.

LAST Amendment or Admin Mod Administrative -August 2022 - AM22-29-AUG4 - Slip Planning Phase Back to FFY 2023

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
STBG-U	Z230	2023	<del>\$ 1,275,985</del>					\$ -
STBG-U	Z301* Y301 Z3E1	2022	\$ 1,275,985					\$ 1,275,985
								\$ -
								\$ -
Note: * Funds obligated on 9/26/2022 and reflects conversion to TA funds under Z301, Y301, and Z3E1 to reduce TA balances. Programming/Obligation balances for Metro Targets remain as STBG-U							<b>Federal Totals:</b>	\$ 1,275,985
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>Local Funds</b>								
Local	Match	2023	<del>\$ 146,042</del>					\$ -
Local	Match	2022	\$ 146,042					\$ 146,042
								\$ -
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:			\$ 1,422,027	\$ -	<del>\$ -</del>	\$ -	\$ -	\$ 1,422,027
Phase Totals After Amend:			\$ 1,422,027	\$ -	\$ -	\$ -	\$ -	\$ 1,422,027
Year Of Expenditure (YOE):								\$ 1,422,027

Programming Adjustments Summary Details						
Is the project short programmed: The project is not short programmed. Only project development activities are programmed.						
Phase Change Amounts:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:	\$ 146,042	\$ -	\$ -	\$ -	\$ -	\$ 146,042
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	10.27%
Phase Obligations and Expenditures Summary						
Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal-Aid ID
Total Funds Obligated:	\$ 1,422,027					C051(118)
Federal Funds Obligated:	\$ 1,275,985					Notes
Initial Obligation Date:	9/26/2022					Project obligated planning funds on 9/26/2022. Obligation converted to use TA funds, but Targets will reflect STBG
EA Number:	N/A					
EA Start Date:	N/A					
EA End Date:	N/A					
Known Expenditures:	N.A					
Amendment Consistency Check Glossary Summary Details						
Capacity Enhancing Project:	No. The project is considered a planning project. It is not capacity enhancing as a result.					
Modeled Project:	No. The project does not require transportation demand management modeling					
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes					
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: 40 CFR 93.126, Table 2					
Exemption Category:	Other - Planning and Technical Studies					
Administrative Mod Summary:	The admin mod advances the project forward to FFY 2022. During the FFY 2022 EOY project reviews, we made the decision to slip the project to FFY 2023 as the phase obligation was believed would be delayed until October 2022. However, planning phase was able to obligate during September. The admin mod adjusts the project forward to reflect its correct obligation year.					
Special Approval Conditions:	FMIS obligation confirmation and verification					
Submitted Materials:	EOY Obligation Report					
Amendment Matrix Reference:	Phase adjustments within constrained years may occur as admin mods					
Special Considerations:	No action to the STIP as the project has already been adjusted in FFY 2022					

Constrained RTP ID and Name:	ID# 10399 - Reconstruct Sandy Blvd.
RTP Description:	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant. Addition of bike lanes and sidewalks will improve safety of this area and reduce conflict among modes. To address safety and reduce crashes the project will use proven safety countermeasures.
Additional comments:	None

Recipient Project Number (ODOT Key Number)	Project Title	Project Description	Project Action	Project Status	Project Status Description	PE Date	Right of Way Date	Construction Date	SPR Date	Other Date	Program Code	Program Code Description	Improvement Type	Improvement Type Description	FY Obligations Amount
22137	Sandy Blvd: Gresham city limits - 230th Ave	Complete project development activities to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network. These improvements will increase safety and accessibility and improve Sandy Blvd as a regional freight route by reducing congestion and conflicts between users.	New Project	10	Active					09/26/2022	Y301	TRANS ALTERNATIVES >200K ILJA	18	Planning	915,759.88
22137	Sandy Blvd: Gresham city limits - 230th Ave	Complete project development activities to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network. These improvements will increase safety and accessibility and improve Sandy Blvd as a regional freight route by reducing congestion and conflicts between users.	New Project	10	Active					09/26/2022	Z301	TRANS ALTERNATIVES >200K FAST	18	Planning	231,666.90
22137	Sandy Blvd: Gresham city limits - 230th Ave	Complete project development activities to reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks, and drainage improvements to close an east-west gap in the regional active transportation network. These improvements will increase safety and accessibility and improve Sandy Blvd as a regional freight route by reducing congestion and conflicts between users.	New Project	10	Active					09/26/2022	Z3E1	TRANS ALTERN >200K FAST EXT	18	Planning	128,558.05



**2021-2026 MTIP Administrative Modification**

**December 2022 Administrative Modification - Amendment Number AM23-04-DEC1**

Summary Reason for Change: Key 21602 receives funds transferred from Keys 20474 and 21601 enabling 21602 to deliver its scope elements.



**Metro  
2021-26 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**Administrative Modification  
COMBINE**  
Transfer of scope and unexpended  
funds from Key 20474

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>21602</b>
<b>Project Name:</b> I-5: Marquam Bridge - Capitol Highway	<b>4</b>	Fiscal Constraint Cat:	Capital	<b>MTIP ID:</b>	<b>71156</b>
		ODOT Type	SM&O	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Goal:	None	<b>Comp Date:</b>	<b>12/31/2028</b>
		Capacity Enhancing:	No	RTP ID:	<del>11104</del> <b>11584</b>
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	11/29/2022	TCM Project:	No
		30 Day Notice End:	12/30/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Types:	ST STBG Redist NHPP	RFFA ID:	N/A
		State Highway Route	I-5	RFFA Cycle:	N/A
		Mile Post Begin:	295.10	UPWP:	No
Mile Post End:	299.70	UPWP Cycle:	N/A		
Length:	4.60	Past Amend:	2		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:	12/5/2022		
1st Year Program'd:	2021	OTC Approval:	No		
Years Active:	3	OTC Date:	N/A		
<b>STIP Amend #: 21-24-2735</b>			<b>MTIP Amnd#: AM23-04-DEC1</b>		

**Detailed Description:** Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

**STIP Description:** Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.

Last Amendment of Modification: Administrative - April 2022 - AM22-16-APR1 - Phase slips – ROW to FFY 2023 plus UR and Cons to FFY 2024

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (UR + Other)	Construction	Total
<b>Federal Funds</b>								
State STBG	Z240	2021		\$ 845,192				\$ -
State STBG	Z240	2021		\$ 1,811,208				\$ 1,811,208
Redist-IIJA	Y030	2021		\$ 262,861				\$ 262,861
AC-NHPP	ACPO	2023			<del>\$ 18,544</del>			\$ -
NHPP	Z001	2023			\$ 18,544			\$ 18,544
AC-NHPP	ACPO	2024				<del>\$ 61,810</del>		\$ -
NHPP	Z001	2024				\$ 535,821		\$ 535,821
AC-NHPP	ACPO	2024					<del>\$ 6,361,843</del>	\$ -
NHPP	Z001	2024					\$ 6,025,973	\$ 6,025,973
								\$ -
							<b>Federal Totals:</b>	<b>\$ 8,654,407</b>

Notes:

1. AC-NHPP to NHPP = Advance Construction conversion code update
2. Other phase = UR + STIP Other phase combined together

State Funds								
State	Match	2021		<del>\$ 71,303</del>				\$ -
State	Match	2021		\$ 152,800				\$ 152,800
State	Match	2021		\$ 30,086				\$ 30,086
State (NHPP)	Match	2023			\$ 1,564			\$ 1,564
State (UR)	Match	2024				<del>\$ 5,215</del>		\$ -
State (UR+Oth)	Match	2024				\$ 45,204		\$ 45,204
State	Match	2024					<del>\$ 536,707</del>	\$ -
State	Match	2024					\$ 358,577	\$ 358,577
								\$ -
							<b>State Total:</b>	<b>\$ 588,231</b>

Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	<del>\$ 916,495</del>	\$ 20,108	<del>\$ 67,025</del>	<del>\$ 6,898,550</del>	<del>\$ 7,902,178</del>		
Phase Totals After Amend:	\$ -	\$ 2,256,955	\$ 20,108	\$ 581,025	\$ 6,384,550	\$ 9,242,638		
Total Project Cost Estimate (all phases):							\$	9,242,638
Year of Expenditure Cost Amount:							\$	9,242,638

Programming Summary Details							
if short programmed, why is the project short programmed? The project is not short programmed.							
Phase Change Amount:	\$ -	\$ 1,340,460	\$ -	\$ 514,000	\$ (514,000)	\$ 1,340,460	
Phase Change Percent:	0%	146%	0%	767%	-7.5%	17.0%	
Revised Match Federal:	\$ -	\$ 182,886	\$ 1,564	\$ 45,204	\$ 358,577	\$ 588,231	
Revised Match Percent:	N/A	8.10%	7.78%	7.78%	5.62%	6.36%	

- Notes:
1. PE has split match requirement. STBG = 10.27% while Redistribution = 7.78%. Revised match percent combines both
  2. UR/Other are combined. Both phase funding levels are set at 92.22% federal with a 7.78% minimum match

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 2,256,955				
Federal Funds Obligated:		\$ 2,074,069				S001(540)
Initial Obligation Date:		11/5/2020				
EA Number:		PE003244				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

### MTIP Programming Consistency Check Details and Glossary

#### General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The Administrative Modification completes the transfers and required combining actions of the remaining unexpended funding (\$292,947 total) from Key 20474 and funding from Key 21601. The net cost change is 17% and less than the 20% threshold.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet (CMR), Expanded project cancelation/transfer justification.
5	Added clarifying notes: Key 21602 is also proceeding as a formal amendment as part of the three part split/combine/cancelation action involving Keys 20474 and 21601. The net cost change to Key 21602 is 17% and less than the 20% threshold.

#### Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Safety.
2A	Does the amendment include fiscal updates? Yes The remaining unexpended funds from Key 20474 are transferred to Key 21602. Additional funds from Key 21601 also are being transferred into Key 20602. However, the transfer represents a lateral move for the funds within existing constrained years.
2B	What is the funding source for the project? The transfer of funds from Keys 20474 and 21601.
2C	Was the Proof-of Funding requirement satisfied and how? Change Management Request (CMR) approval
2D	Was overall fiscal constraint demonstrated? Yes.

### RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
1B	RTP Project Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes. The is exempt per 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing. Since Metro is in air conformity attainment, additional air quality analysis actions are not needed as they are required for non-attainment areas.

### Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-NHPP	Federal Advance Construction funds used under logic of advance construction with an expect final conversion code to be National Highway Performance Program funds.
NHPP	Federal National Highway Performance Program funds appropriated to ODOT and committed to eligible project improvements
Redist-IIJA	Federal Redistribution funds from the IIJA legislation. Redistribution is normally an annual process where FHWA redistributes federal funds from t other states that did not meet their obligation targets. States that do meet their obligation targets receive a portion of the fund redistribution as a reward. Generally, the fund redistribution has a flexible use criteria and are considered similar to STBG unless FHWA places eligibility conditions upon the funds.
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

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	Y030	Redistribution of Certain Authorized Funds IJA		12.98%	292,947.00	89.73%	262,861.34	10.27%	30,085.66	0.00%	0.00
	Z240	SURFACE TRANSP BLOCK GRFS-FLEX		87.02%	1,964,008.00	92.22%	1,811,208.18	7.78%	152,799.82	0.00%	0.00
	<b>PE Totals</b>			<b>100.00%</b>	<b>2,256,955.00</b>		<b>2,074,069.52</b>		<b>182,885.48</b>		<b>0.00</b>
RW	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	20,108.00	92.22%	18,543.60	7.78%	1,564.40	0.00%	0.00
	<b>RW Totals</b>			<b>100.00%</b>	<b>20,108.00</b>		<b>18,543.60</b>		<b>1,564.40</b>		<b>0.00</b>
UR	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	67,025.00	92.22%	61,810.46	7.78%	5,214.54	0.00%	0.00
	<b>UR Totals</b>			<b>100.00%</b>	<b>67,025.00</b>		<b>61,810.46</b>		<b>5,214.54</b>		<b>0.00</b>
CN	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	6,384,550.00	92.22%	6,025,972.91	7.78%	358,577.09	0.00%	0.00
	<b>CN Totals</b>			<b>100.00%</b>	<b>6,384,550.00</b>		<b>6,025,972.91</b>		<b>358,577.09</b>		<b>0.00</b>
OT	Z001	NATIONAL HIGHWAY PERF FAST		100.00%	514,000.00	92.22%	474,010.80	7.78%	39,989.20	0.00%	0.00
	<b>OT Totals</b>			<b>100.00%</b>	<b>514,000.00</b>		<b>474,010.80</b>		<b>39,989.20</b>		<b>0.00</b>
<b>Grand Totals</b>					<b>9,242,638.00</b>		<b>8,654,407.29</b>		<b>588,230.71</b>		<b>0.00</b>

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-04-DEC1 December #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>22315</b>	MTIP ID	<b>71234</b>
Name:	<b>I-5: Interstate Bridges Control Equipment (Portland)</b>		
Lead Agency:	ODOT		
Changes:	The Admin Mod creates an Other phase by shifting \$35k from the Construction phase. Cons backfill is not required per updated cost estimate for the project.		
Notes:	None		
AM Eligible:	Phase creation (other than construction) where no scope, limits, or cost changes are occurring can be accomplished as administrative modifications		



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

**Administrative Modification**  
**ADD PHASE**  
Add Other phase by shifting Cons funds to Other

<b>Lead Agency:</b> ODOT		Project Type:	Highway	<b>ODOT Key:</b>	<b>22315</b>
<b>Project Name:</b> <b>I-5: Interstate Bridges Control Equipment (Portland)</b>	<b>5</b>	Fiscal Type:	O&M	<b>MTIP ID:</b>	<b>71234</b>
		ODOT Type	Bridge	<b>Status:</b>	<b>4</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
		Conformity Exempt:	Exempt	RTP ID:	12092
<b>Short Description:</b> Replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)		Performance Meas:	Safety	RTP Approval:	12/6/2018
		On State Hwy Sys:	I-5	RFFA ID:	N/A
		Mile Post Begin:	308.04	RFFA Cycle:	N/A
		Mile Post End:	308.72	UPWP:	No
		Length:	0.68	UPWP Cycle:	N/A
		1st Year Program'd:	2022	Past Amend:	1
		Years Active:	2	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	21-24-2920	MTIP Amend#:	<b>AM23-04-DEC1</b>

**Detailed Description:** In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace control system equipment on both of the bridges in order to ensure consistent operations (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2022)

**STIP Description:** Replace bridge control equipment to ensure safety and flow of traffic Washington Department of Transportation is paying 50% of the total project

LAST Amendment or Admin Mod: Administrative -June 2022 - AM22-22-JUN2 PHASE SLIP: The administrative modification slips the construction phase from FFY 2022 to FFY 2023. The phase obligated late in FFY 2022 delaying the ability for the construction phase to obligate until FFY 2023.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Not UR)	Total
<b>Federal Funds</b>								
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	\$ -
<b>State Funds</b>								
HB2017	S070	2022		\$ 40,000				\$ 40,000
<del>HB2017</del>	<del>S070</del>	<del>2023</del>				<del>\$ 460,000</del>		\$ -
HB2017	S070	2023				\$ 442,500		\$ 442,500
HB2017	S070	2023					\$ 17,500	\$ 17,500
								\$ -
							<b>State Total:</b>	\$ 500,000
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>		<del>\$ 40,000</del>				\$ -
Other	OTH0	2022		\$ 40,000				\$ 40,000
<del>Local</del>	<del>Match</del>	<del>2023</del>				<del>\$ 460,000</del>		\$ -
Other	OTH0	2023				\$ 442,500		\$ 442,500
Other	Oth0	2023					\$ 17,500	\$ 17,500
								\$ -
							<b>Local Total</b>	\$ 500,000
Phase Totals Before Amend:			\$ -	\$ 80,000	\$ -	<del>\$ 920,000</del>	\$ -	\$ 1,000,000
Phase Totals After Amend:			\$ -	\$ 80,000	\$ -	\$ 885,000	\$ 35,000	\$ 1,000,000
Year Of Expenditure (YOE):							\$	1,000,000



Programming Adjustments Summary Details						
Is the project short programmed:						
Phase Change Amounts:	\$ -	\$ -	\$ -	\$ (35,000)	\$ 35,000	\$ -
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A
Phase Obligations and Expenditures Summary						
Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 80,000				S001(552)
Federal Funds Obligated:		0.00%				Notes
Initial Obligation Date:		12/16/2021				Shift\$ 35k of Cons funds to create Other phase
EA Number:		PE003363				
EA Start Date:		12/16/2021				
EA End Date:		12/31/2026				
Known Expenditures:		N/A				
Amendment Consistency Check Glossary Summary Details						
Capacity Enhancing Project:	No. The project is not capacity enhancing.					
Modeled Project:	No. The project does not require transportation demand modeling analysis to be completed.					
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes					
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: \$0 CFR 93.126, Table 2					
Exemption Category:	Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.					
Administrative Mod Summary:	The admin mod creates an "Other" Phase and shifts \$35k from Construction to the Other phase address funding support needs affecting both Keys 22315 and Key 22316 ( I-5: Interstate Bridge, NB Electrical Components (Portland)). The two projects are interwind with some scope elements and creation of the Other phase will help resolve the overlapping conflicts.					
Special Approval Conditions:	Construction phase cost update to demonstrate backfill is not required.					
Submitted Materials:	STIP Summary Report, STIP Impacts Worksheet, and Cost Estimate Update					
Amendment Matrix Reference:	Creation of the Other phase that does not involve a scope, limits, or funding change can occur through an administrative modification					
Special Considerations:	None					
Constrained RTP ID and Name:	ID# 12092 - Bridge Rehabilitation & Repair					

RTP Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
Additional comments:	No cost or scope change as a result of the Other phase creation

**Key Number: 22315**

**2021-2024 STIP**

**Project Name: I-5: Interstate bridge control equipment (Portland) (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	OTH0	OTHER THAN STATE OR		50.00%	40,000.00	0.00%	0.00	0.00%	0.00	100.00%	40,000.00
	S070	HB2017 Funding Package		50.00%	40,000.00	0.00%	0.00	100.00%	40,000.00	0.00%	0.00
	<b>PE Totals</b>				<b>100.00%</b>	<b>80,000.00</b>		<b>0.00</b>		<b>40,000.00</b>	
CN	OTH0	OTHER THAN STATE OR		50.00%	442,500.00	0.00%	0.00	0.00%	0.00	100.00%	442,500.00
	S070	HB2017 Funding Package		50.00%	442,500.00	0.00%	0.00	100.00%	442,500.00	0.00%	0.00
	<b>CN Totals</b>				<b>100.00%</b>	<b>885,000.00</b>		<b>0.00</b>		<b>442,500.00</b>	
OT	OTH0	OTHER THAN STATE OR		150.00%	17,500.00	0.00%	0.00	0.00%	0.00	100.00%	17,500.00
	S070	HB2017 Funding Package		50.00%	17,500.00	0.00%	0.00	100.00%	17,500.00	0.00%	0.00
	<b>OT Totals</b>				<b>200.00%</b>	<b>35,000.00</b>		<b>0.00</b>		<b>17,500.00</b>	
<b>Grand Totals</b>							<b>1,000,000.00</b>		<b>0.00</b>		<b>500,000.00</b>

Project Key 22315 "Replace Bridge Control Equipment" Scope and Estimate

<u>Item</u>	<u>Description</u>	<u>Estimate</u>
1.	Install custom designed emergency VFD Drive Power and braking resistor switching system (Allows continuation of bridge operations in Execution becomes part of emergency backup system).....	\$34,000
2.	Remove East Bridge 1336 VFD's & associated Control Wiring from Motor Control Center (MCC). Modify The MCC to accommodate new model 755 VFD's. Install Agency Supplied 755 VFD's complete with Control Boards, HMI, and filter components. Install control wiring and interface equipment.....	\$268,000
3.	Install new Ethernet Control Network Equipment Complete with fiber optic cabling, Fiber Distribution Panels, Media Converters, switches Within and between Operators House and Gatehouses.....	\$115,000
4.	Construct and Install new custom designed Relay Modules in Gatehouses. Install Agency Supplied PLC Control Equipment and Agency Supplied UPS. Install Control Wiring and HMI Touch Screens .....	\$196,000
5.	Install Agency Provided PLC and HMI equipment In Operators Building. Install control wiring to Existing custom designed "Control Switching Relay Module" Assist Agency engineering with Programming Design and with testing.....	\$185,000
Total .....		\$798,000