



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: March 7, 2023

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: FFY 2023 Administrative Modification – March 2023 Admin Mod #1  
 AM23-12-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 Administrative Modification is under Metro amendment number AM23-12-MAR1 and contains three projects.

Key	Lead Agency	Name	Change
21636	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	<b><u>COST INCREASE:</u></b> Add local funds to address construction phase updated costs
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	<b><u>COST INCREASE</u></b> Add HIP Exchange award plus local overmatch to address cost increase to the project
22128	Washington County	Aloha Access Improvements: SW 174th Ave–SW 187th Ave	<b><u>ADD FUNDS</u></b> Add HIP Exchange Funding award to Planning phase with match coming from construction phase

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 the March #1 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 AM23-12-MAR1 March #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>21636</b>	MTIP ID	<b>71190</b>
Name:	<b>SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)</b>		
Lead Agency:	Clackamas County		
Changes:	Increase ROW cost and address with local funds construction phase shortfall based on revised phase costs from 60% design update. Total cost increase is 28% which is below the 30% threshold for projects less than \$5 million		
Notes:	Project is now at 60% design		
AM Eligible:	Cost increase is less the 30%threshold for projects costing up to \$5 million dollars		



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

**Administrative Modification  
COST INCREASE**  
Add local funds to address  
construction phase updated costs

<b>Lead Agency:</b> Clackamas County		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>21636</b>
<b>Project Name:</b> <b>SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)</b>	<b>1</b>	Fiscal Type:	SM&O	<b>MTIP ID:</b>	<b>71190</b>
		ODOT Type	Safety	<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:	11763
		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:	2021	Past Amend:	3
		Years Active:	3	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
<b>Short Description:</b> Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		STIP Amend#:	21-24-3220	MTIP Amend#:	<b>AM23-12-MAR1</b>
<b>Detailed Description:</b> In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway.					

**STIP Description:** Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.

LAST Amendment or Admin Mod: Administrative - AM22-07-DEC1 - December 2021 - Slip ROW phase with \$562,192 of HSIP plus match from FFY 2022 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>								
HSIP	ZSE2	2021		\$ 511,821				\$ -
<del>HSIP</del>	<del>ZS30</del>	<del>2023</del>			<del>\$ 562,192</del>			\$ -
HSIP	ZS30	2023			\$ 746,947			\$ 746,947
<del>HSIP</del>	<del>ZS30</del>	<del>2024</del>					<del>\$ 396,423</del>	\$ -
HSIP	ZS30	2024					\$ 201,669	\$ 201,669
								\$ -
								\$ -
								\$ -
Note:							<b>Federal Totals:</b>	\$ 948,616
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	\$ -
<b>Local Funds</b>								
Local	Match	2021		\$ 43,179				\$ 43,179
<del>Local</del>	<del>Match</del>	<del>2023</del>			<del>\$ 47,428</del>			\$ -
Local	Match	2023			\$ 63,015			\$ 63,015
<del>Local</del>	<del>Match</del>	<del>2024</del>					<del>\$ 45,372</del>	\$ -
Local	Match	2024					\$ 17,013	\$ 17,013
<del>Other</del>	<del>OTH0</del>	<del>2024</del>					<del>\$ 879,205</del>	\$ -
Other	OTH0	2024					\$ 1,602,318	\$ 1,602,318
							<b>Local Total</b>	\$ 1,602,318
Phase Totals Before Amend:			\$ -	\$ 555,000	<del>\$ 609,620</del>	\$ -	<del>\$ 1,321,000</del>	<del>\$ 2,485,620</del>
Phase Totals After Amend:			\$ -	\$ 555,000	\$ 809,962	\$ -	\$ 1,821,000	\$ 3,185,962
Year Of Expenditure (YOE):							\$	3,185,962

Programming Adjustments Summary Details						
Is the project short programmed:						
Phase Change Amounts:	\$ -	\$ -	\$ 200,342	\$ -	\$ 500,000	\$ 700,342
Phase Change Percentages:	0.00%	0.00%	32.86%	0.00%	27.46%	28.18%
Revised Match Federal:	\$ -	\$ 43,179	\$ 63,015	\$ -	\$ 17,013	\$ 123,207
Revised Match Percent:	N/A	7.78%	7.78%	N/A	7.78%	7.78%
Phase Obligations and Expenditures Summary						
Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 555,000				C005(115)
Federal Funds Obligated:		\$ 511,821				Notes
Initial Obligation Date:		4/27/2021				
EA Number:		PE003290				
EA Start Date:		4/27/2021				
EA End Date:		5/31/2025				
Known Expenditures:		\$ 24,108				
Amendment Consistency Check Glossary Summary Details						
Capacity Enhancing Project:	No. The project is not capacity enhancing					
Modeled Project:	No. The project is not modeled, nor does it require transportation demand modeling analysis.					
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 - Safety and - 40 CFR 93.127, Table 3					
Exemption Category:	Table 2 = Safety - Highway Safety Improvement Program implementation. Table 3 = Intersection Signal Projects at Individual Locations					
Administrative Mod Summary:	The admin mod updates the ROW and Construction phase costs now that the project has reach the 60% design level. The increased costs are due to a better estimate on the actual scope elements for the project which inflation adjustments are now required to be factored into the project. The cost increase to the construction phase is being backfilled with local funds. The net increase is 28% and below the 30% threshold for a project under \$5 million.					
Special Approval Conditions:	TPC =is less than \$5 million allowing the cost increase up to 30% as an administrative modification per the amendment matrix					
Submitted Materials:	STIP Summary Report plus STIP Impacts Worksheet					
Amendment Matrix Reference:	Cost increases up 30% may occur for projects with a total project cost up to \$5 million.					

Special Considerations:	Local agency will provide added local funds to back-fill the cost increase to the construction phase
Constrained RTP ID and Name:	ID# 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
RTP Description:	Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
Additional comments:	

**Project Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave  
(Clackamas County)**

**(DRAFT AMENDMENT PROJECT)**

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	ZSE2	SEC 164 PENALTY HSIP FAST ACT EXT		100.00%	555,000.00	92.22%	511,821.00	0.00%	0.00	7.78%	43,179.00	
	<b>PE Totals</b>				<b>100.00%</b>	<b>555,000.00</b>		<b>511,821.00</b>		<b>0.00</b>	<b>43,179.00</b>	
RW	ZS30	HIGHWAY SAFETY IMP PROG FAST		100.00%	809,962.00	92.22%	746,946.96	0.00%	0.00	7.78%	63,015.04	
	<b>RW Totals</b>				<b>100.00%</b>	<b>809,962.00</b>		<b>746,946.96</b>		<b>0.00</b>	<b>63,015.04</b>	
CN	OTH0	OTHER THAN STATE OR		87.99%	1,602,318.00	0.00%	0.00	0.00%	0.00	100.00%	1,602,318.00	
	ZS30	HIGHWAY SAFETY IMP PROG FAST		12.01%	218,682.00	92.22%	201,668.54	0.00%	0.00	7.78%	17,013.46	
	<b>CN Totals</b>				<b>100.00%</b>	<b>1,821,000.00</b>		<b>201,668.54</b>		<b>0.00</b>	<b>1,619,331.46</b>	
<b>Grand Totals</b>							<b>3,185,962.00</b>		<b>1,460,436.50</b>		<b>0.00</b>	<b>1,725,525.50</b>

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-12-MAR1 March #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>20813</b>	MTIP ID	<b>70880</b>
Name:	<b>NE Halsey Street Bike/Ped/Transit Improvements</b>		
Lead Agency:	Portland		
Changes:	Since the approval of the HIP Exchange funds required a formal process and public notification process, included direct funding commitments to specific projects, Metro considers the action sufficient as a formal amendment. The approval negates the need to complete a second formal amendment to complete programming updates. As such the 20% threshold is waived.		
Notes:	The cost increase is based on the latest cost estimate provided by PBOT for the project.		
AM Eligible:	Completion of a formal process to approve the HIP Exchange funds which includes specific project commitments and a public notification process.		



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

**Administrative Modification  
COST INCREASE**  
Add HIP Exchange award + local  
overmatch to address cost increase

<b>Lead Agency:</b> Portland		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>20813</b>
<b>Project Name:</b> <b>NE Halsey Street Bike/Ped/Transit Improvements</b>	<b>2</b>	Fiscal Type:	Capital	<b>MTIP ID:</b>	<b>70880</b>
		ODOT Type	Bridge	<b>Status:</b>	<b>5</b>
<b>Project Status:</b> 5 = (RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
		Conformity Exempt:	Exempt	RTP ID:	10320
<b>Short Description:</b> 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 FFFA Award)		Performance Meas:	Safety	RTP Approval:	12/6/2018
		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:	2023	Past Amend:	7
		Years Active:	3	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-12-MAR1</b>
		<b>Detailed Description:</b> 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.

LAST Amendment or Admin Mod: Administrative - AM23-07-JAN1 - January 2023 - Slip Cons phase with TA-U funds to FFY 2024. Note: Older STBG-U will be slipped as well.

**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	M23E	2019		\$ 839,055				\$ 839,055
<b>ADVCON</b>	<b>ACPO</b>	<b>2019</b>		<b>\$ 475,000</b>				<b>\$ 475,000</b>
STBG-U	Z230	2022			\$ 147,320			\$ 147,320
<b>ADVCON</b>	<b>ACPO</b>	<b>2022</b>			<b>\$ 200,000</b>			<b>\$ 200,000</b>
STBG-U	ZSE1	2022				\$ 44,865		\$ 44,865
STBG-U	Z230	2024					\$ 1,071,762	\$ 1,071,762
TA-U	Z301	2024					\$ 250,598	\$ 250,598
<b>ADVCON</b>	<b>ACPO</b>	<b>2024</b>					<b>\$ 225,000</b>	<b>\$ 225,000</b>
								\$ -
Note: ADVCON = HIP Fund Exchange placeholder until the final conversion code is known. A total of \$900k of HIP Exchange is awarded.							<b>Federal Totals:</b>	<b>\$ 3,253,600</b>
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>

Local Funds							
Local	Match	2019		\$ 96,034			\$ 96,034
<del>Other</del>	<del>OTH0</del>	<del>2019</del>		<del>\$ 459,911</del>			\$ -
<b>Other</b>	<b>Oth0</b>	<b>2019</b>		<b>\$ 405,545</b>			<b>\$ 405,545</b>
<b>Local (AC-HIP)</b>	<b>Match</b>	<b>2019</b>		<b>\$ 54,366</b>			<b>\$ 54,366</b>
Local	Match	2022		\$ 16,861			\$ 16,861
<del>Other</del>	<del>OTH0</del>	<del>2022</del>		<del>\$ 190,631</del>			\$ -
<b>Other</b>	<b>OTH0</b>	<b>2022</b>		<b>\$ 167,740</b>			<b>\$ 167,740</b>
<b>Local (AC-HIP)</b>	<b>Match</b>	<b>2022</b>		<b>\$ 22,891</b>			<b>\$ 22,891</b>
Local	Match	2022		\$ 5,135			\$ 5,135
Other	OTH0	2022		\$ 50,000			\$ 50,000
Local (STBG)	Match	2024				\$ 122,668	\$ 122,668
Local (TA)	Match	2024				\$ 28,682	\$ 28,682
<b>Local (AC)</b>	<b>Match</b>	<b>2024</b>				<b>\$ 25,752</b>	<b>\$ 25,752</b>
<del>Other</del>	<del>OTH0</del>	<del>2024</del>				<del>\$ 2,485,309</del>	\$ -
<b>Other</b>	<b>OTH0</b>	<b>2024</b>				<b>\$ 3,459,557</b>	<b>\$ 3,459,557</b>
<b>Local Total</b>							<b>\$ 3,459,557</b>
Phase Totals Before Amend:	\$ -	<del>\$ 1,395,000</del>	<del>\$ 354,812</del>	\$ 100,000	<del>\$ 3,959,019</del>	<del>\$ 5,808,831</del>	
Phase Totals After Amend:	\$ -	<b>\$ 1,870,000</b>	<b>\$ 554,812</b>	\$ 100,000	<b>\$ 5,184,019</b>	<b>\$ 7,708,831</b>	
Year Of Expenditure (YOE):							\$ 7,708,831

#### Programming Adjustments Summary Details

Is the project short programmed:

Phase Change Amounts:	\$ -	\$ 475,000	\$ 200,000	\$ -	\$ 1,225,000	\$ 1,900,000
Phase Change Percentages:	0.00%	34.05%	56.37%	0.00%	30.94%	<b>32.71%</b>
Revised Match Federal:	\$ -	\$ 150,400	\$ 39,752	\$ 5,135	\$ 177,102	\$ 372,389
Revised Match Percent:	N/A	10.27%	10.27%	10.27%	10.27%	10.27%

#### Phase Obligations and Expenditures Summary

Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 1,395,000	\$ 354,812	\$ 100,000		
Federal Funds Obligated:		\$ 839,055	\$ 147,320	\$ 44,865		Notes
Initial Obligation Date:		5/21/2019	1/7/2022	7/21/2022		HIP Exchange awarded project (12/2022)
EA Number:		PE003112	R9709000	U0000197		
EA Start Date:		5/21/2019	1/7/2022	7/21/2022		
EA End Date:		6/30/2024	8/31/2023	8/31/2024		
Known Expenditures:		\$ 852,315	\$ 49,191	\$ 11		

Amendment Consistency Check Glossary Summary Details	
Capacity Enhancing Project:	No. The project is not capacity enhancing
Modeled Project:	No. The project is not modeled, nor does it require transportation demand modeling analysis.
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 - Safety
Exemption Category:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Administrative Mod Summary:	The admin mod adds awarded HIP Exchange funding (\$900,000 federal +local match at 10.27%) along with local overmatch based on the updated cost estimate from the PCR. Phase shortfalls are addressed. Since the HIP Exchange funds have completed a formal approval process along with a public notification process, a formal amendment is considered completed. Metro is waiving the cost increase threshold as a result as a second formal amendment is deemed not required.
Special Approval Conditions:	Approval of the HIP Exchange Funds by Metro in December 2022.
Submitted Materials:	Project Change Request (PCR) from the lead agency and LAL.
Amendment Matrix Reference:	N/A. Due to the formal approval process required for the HIP Exchange Funds, the amendment matrix requirements are waived.
Special Considerations:	Prior completion of a formal approval process within Metro which parallels the MTIP amendment process.
Constrained RTP ID and Name:	ID# 10320 - NE Halsey Safety and Access to Transit
RTP Description:	Construct high-priority safety and access to transit improvements along the Halsey corridor, as identified in the Growing Transit Communities Plan. Elements include bicycle facilities on Halsey/82nd overpass, improvements to existing path under Halsey overpass west of MAX station and neighborhood greenway connection to Tillamook, and a multi-use path along Jones more and Halsey from 82nd to 92nd. Project provides an alternate route for the Sullivan's Gulch Trail that avoids UP right-of way.
Additional comments:	



## 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: The following changes reflect the desired amounts to implement the ITS portion of the project.					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need ( Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)		\$1,395,000.00	\$1,870,000.00	(\$475,000.00)
	Right-of-Way (RW)		\$354,812.00	\$554,812.00	(\$200,000.00)
	Utility Relocation (UR)		\$100,000.00	\$100,000.00	\$0.00
	Construction (CN)		\$3,959,019.00	\$5,184,019.00	(\$1,225,000.00)
	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.*

Total           \$     7,708,831

DEPARTMENT OF TRANSPORTATION—Continued  
[Community Project Funding/Congressionally Directed Spending]

Agency	Account	Project	State	Amount	Requestor(s)		Origination
					House	Senate	
Department of Transportation	Highway Infrastructure Programs	Construction of Arterial Road between Highway 11 and Highway 30	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	City of Carlton—West Main Street Revitalization	OR	1,500,000		Merkley, Wyden	S
Department of Transportation	Highway Infrastructure Programs	82nd Ave MAX Station Improvement Project — Portland, OR	OR	3,000,000	Blumenauer		H
Department of Transportation	Highway Infrastructure Programs	NE Halsey Safety and Access to Transit Project — Portland, OR	OR	1,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	OR	2,332,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	181st Ave Safety Improvements Project — Gresham, OR	OR	3,178,686	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	OR	2,000,000	Blumenauer	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	Main Avenue/OR 104 Pedestrian Route	OR	1,360,000	Bonamici		H
Department of Transportation	Highway Infrastructure Programs	Beaverton Downtown Loop	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	OR	3,200,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	OR-18/OR-99W Corridor Safety and Intersection Improvements	OR	4,000,000	Bonamici	Merkley, Wyden	H
Department of Transportation	Highway Infrastructure Programs	River Road—Santa Clara Pedestrian and Bicycle Bridge	OR	6,000,000	DeFazio		H



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Thursday, January 12, 2023                      10:30 AM                      Metro Regional Center Council Chamber,  
<https://youtu.be/8Gmb6OzBobs>,  
<https://zoom.us/j/615079992>, or  
877-853-5257 (toll free) (Webinar ID:  
615079992)

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This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: <https://youtu.be/8Gmb6OzBobs>

Council meeting	Agenda	January 12, 2023
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- |     |  |                             |
|-----|--|-----------------------------|
| 3.1 | Resolution No. 23-5305, For the Purpose of Adopting the 2023 State Legislative Agendas<br><br>Presenter(s): Anneliese Koehler (she/her), Metro<br>Jenna Jones (she/her), Metro<br><br>Attachments: <a href="#">Resolution 23-5305</a><br><a href="#">Exhibit A</a><br><a href="#">Exhibit B</a><br><a href="#">Staff Report</a>  | <a href="#">RES 23-5305</a> |
| 3.2 | Resolution No. 23-5302, For the Purpose of Completing a HIP Fund Exchange with ODOT for Less Restrictive Federal Funds Allowing them to be Applied as Supplemental Funding Support to Seven Metro Regional Flexible Fund Allocation Funded Projects to Help Offset Inflation Cost Increase Impacts<br><br>Presenter(s): Ted Leybold (he/him), Metro<br>Ken Lobeck (he/him), Metro<br><br>Attachments: <a href="#">Resolution 22-5302</a><br><a href="#">Staff Report</a> | <a href="#">RES 23-5302</a> |

4. Chief Operating Officer Communication

					The Beaverton portion is still short funding to complete all scope elements. The \$325,948 will be applied to median landscaping elements.
22128	Washington County	Aloha Access Improvements: SW 174th Ave–SW 187th Ave	Design and implement various pedestrian access and crossing enhancements in the Aloha Town Center area to improve safety. (2019-21 RFFA Award)	\$325,947	Add to Planning phase to support the project development re-scoping effort due to Washington County’s prior completion of existing RFFA project scope elements.
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**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-12-MAR1 March #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>21636</b>	MTIP ID	<b>71095</b>
Name:	<b>Aloha Access Improvements: SW 174th Ave–SW 187th Ave</b>		
Lead Agency:	Washington County		
Changes:	Add the hip Exchange funding award to the Planning phase		
Notes:	STIP will reflect Planning and PE only		
AM Eligible:	Total cost change of 6% is allowable as an admin mod.		



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

**Administrative Modification  
ADD FUNDS  
Add HIP Exchange Funding award to  
Planning phase**

<b>Lead Agency:</b> Washington County		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22128</b>
<b>Project Name:</b> <b>Aloha Access Improvements: SW 174th Ave–SW 187th Ave</b>	<b>3</b>	Fiscal Type:	Capital	<b>MTIP ID:</b>	<b>71095</b>
		ODOT Type	BikePed	<b>Status:</b>	<b>1</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2028</b>
		Conformity Exempt:	Exempt	RTP ID:	10608
<b>Short Description:</b> Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.		Performance Meas:	Safety	RTP Approval:	12/6/2018
		On State Hwy Sys:	No	RFFA ID:	50381
		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:	2023	Past Amend:	2
		Years Active:	1	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-12-MAR1</b>
		<b>Detailed Description:</b> In Washington County at multiple site locations under scope refinement, design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety. (2022-24 RFFA Award)			
<b>STIP Description:</b> Design and implement various access and crossing enhancements in the Aloha Town Center area to improve pedestrian safety.					

LAST Amendment or Admin Mod: Administrative - March 2022 - AM22-14-MAR2 - ADD PLANNING PHASE: \$400k from PE is transferred to Planning to create planning phase for project development activities. ROW and UR are slipped to non-constrained years.

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	\$ 358,920					\$ 358,920
<b>ADVCON</b>	<b>ACPO</b>	<b>2023</b>	<b>\$ 325,947</b>					<b>\$ 325,947</b>
STBG-U	Z230	2024		\$ 1,512,848				\$ 1,512,848
STBG-U	Z230	2025			\$ 323,028			\$ 323,028
STBG-U	Z230	2025				\$ 44,865		\$ 44,865
STBG-U	Z230	2026					\$ 1,587,898	\$ 1,587,898
								\$ -
							<b>Federal Totals:</b>	<b>\$ 4,153,506</b>
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2023	\$ 41,080					\$ 41,080
<b>Local</b>	<b>Match</b>	<b>2023</b>	<b>\$ 37,306</b>					<b>\$ 37,306</b>
Local	Match	2024		\$ 173,152				\$ 173,152
Local	Match	2025			\$ 36,972			\$ 36,972
Local	Match	2025				\$ 5,135		\$ 5,135
Local	Match	2026					\$ 181,742	\$ 181,742
<del>Other</del>	<del>OTH0</del>	<del>2026</del>					<del>\$ 1,522,845</del>	
<b>Other</b>	<b>OTH0</b>	<b>2026</b>					<b>\$ 1,485,539</b>	<b>\$ 1,485,539</b>
							<b>Local Total</b>	<b>\$ 1,485,539</b>
Phase Totals Before Amend:			<del>\$ 400,000</del>	\$ 1,686,000	\$ 360,000	\$ 50,000	<del>\$ 3,292,485</del>	\$ 5,788,485
Phase Totals After Amend:			<b>\$ 763,253</b>	\$ 1,686,000	\$ 360,000	\$ 50,000	<b>\$ 3,255,179</b>	<b>\$ 6,114,432</b>
Year Of Expenditure (YOE):								\$ 6,114,432

**Programming Adjustments Summary Details**

Is the project short programmed:

Phase Change Amounts:	\$ 363,253	\$ -	\$ -	\$ -	\$ (37,306)	\$ 325,947
Phase Change Percentages:	90.81%	0.00%	0.00%	0.00%	0.00%	5.63%
Revised Match Federal:	\$ 78,386	\$ 173,152	\$ 36,972	\$ 5,135	\$ 181,742	\$ 475,387
Revised Match Percent:	10.27%	10.27%	10.27%	10.27%	5.58%	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:						HIP Exchange Funding award December 2022
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 is not modeled, nor does it require transportation demand modeling analysis.
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 - Air Quality
Exemption Category:	Air Quality - Bicycle and pedestrian facilities.
Administrative Mod Summary:	The admin mod adds the HIP Exchange funding award to the Planning phase. The cost increase to the project (MTIP assessment) is 6.28% and less than the 20% threshold.
Special Approval Conditions:	Metro approval of the HIP Exchange Funds in December 2022
Submitted Materials:	Metro Council HIP Exchange Funding staff report item
Amendment Matrix Reference:	Cost increase less than 20% can occur as administrative modifications.
Special Considerations:	
Constrained RTP ID and Name:	ID# 10608- Aloha-Reedville Pedestrian Improvements
RTP Description:	Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad.
Additional comments:	



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