

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 29, 2023

To: Ron Kerr
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 – August 2023 Admin Mod #4
AM23-25-AUG4 Approval Request

Dear Ron:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval. The August #4 Admin Mod is under amendment number AM23-25-AUG4 and contains four projects.

Key	Lead Agency	Name	Change
22139	Clackamas County	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	<u>PHASE SLIP:</u> Slip Planning phase to FFY 2024
22552	ODOT	Willamette River: Stormwater source control improvements	<u>PHASE SLIP:</u> Slip ROW phase to FFY 2024
18832	Metro Portland Parks	Willamette Greenway Trail: Columbia Blvd Bridge	<u>COST ONCREASE:</u> Add \$938k of local overmatch to the PE phase to address a PE phase funding shortfall
22613	ODOT	Portland Metro and Surrounding Areas Safety Reserve	<u>PHASE SLIP & COST ADJUSTMENT:</u> Cons slipped to FFY 2024. Programming amount reduced based on current STIP programming level

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 admin mod. Please direct any comments or questions concerning this amendment to Ken Lobeck, at ken.lobeck@oregonmetro.gov. Thank you for your time to review the August #4 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 AM23-25-AUG4 August #3 Administrative Modification Bundle 4

Key Number	22139	MTIP ID	71089
Name:	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr		
Lead Agency:	ODOT		
Changes:	Slip Planning phase from FFY 2023 to FFY 2024		
Notes:	Delay in completing the three party IGA and necessary approvals between Gladstone and Clackamas County results in the slip		
AM Eligible:	Phase slips within constrained years are eligible to occur as administrative modifications		



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

Administrative Modification
PHASE SLIP
Slip Planning Phase to FFY 2024

Lead Agency:	Clackamas County		Project Type:	Local	ODOT Key:	22139
Project Name:	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	1	Fiscal Type:	Planning	MTIP ID:	71089
			ODOT Type	BikePed	Status:	A
			Capacity Enhancing:	No	Comp Date	12/31/2026
Project Status: A = In approved MTIP moving forward to obligate funds			Conformity Exempt:	Exempt	RTP ID:	10151
			Performance Meas:	N/A	RTP Approval:	12/6/2018
			On State Hwy Sys:	No	RFFA ID:	50372
			Mile Post Begin:	N/A	RFFA Cycle:	2022-24
			Mile Post End:	N/A	UPWP:	No
Short Description:			Length:	N/A	UPWP Cycle:	N/A
Complete project development NEPA environmental, engineering plans, specifications, and cost estimates to construct a new Trolley Trail Bridge across the Clackamas River			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#:	AM23-25-AUG4

Detailed Description: In Gladstone on Trolley Trail paralleling Portland Ave across the Clackamas River south to the Clackamas River Greenway Trail, complete project development NEPA environmental, engineering plans, specifications, and cost estimates to construct a new Trolley Trail Bridge (Pedestrian/bicycle commuter trail) across the Clackamas River connecting existing Trolley Trail and Clackamas River Greenway Trail (2022-24 RFFA award for project development only) (Prior UPWP Planning/Feasibility study in Key 19278)

STIP Description: Complete project development activities to construct a new Trolley Trail Bridge across the Clackamas River. Linking workers, residents, and tourists in Gladstone and Oregon City, the proposed bridge would increase travel options and improve safety and mobility for pedestrians and bicyclists.

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

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2023	\$ 1,228,800					\$ -
STBG-U	Z230	2024	\$ 1,228,800					\$ 1,228,800
								\$ -
								\$ -
Federal Totals:							\$	1,228,800
State Funds								
							\$	-
							\$	-
State Total:							\$	-
Local Funds								
Local	Match	2023	\$ 140,642					\$ -
Local	Match	2024	\$ 140,642					\$ 140,642
								\$ -
								\$ -
Local Total							\$	140,642
Phase Totals Before Amend:			\$ 1,369,442	\$ -	\$ -	\$ -	\$ -	\$ 1,369,442
Phase Totals After Amend:			\$ 1,369,442	\$ -	\$ -	\$ -	\$ -	\$ 1,369,442
Year Of Expenditure (YOE):							\$	1,369,442
Programming Adjustments Summary Details								
Is the project short programmed: The project is not short programmed								
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:			\$ 140,642	\$ -	\$ -	\$ -	\$ -	\$ 140,642
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:						
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 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 - Other					
Exemption Category:	Planning and Technical Studies					
Administrative Mod Summary:	The admin mod slips the planning phase from FFY 2023 to FFY 2024. Delays in obtaining final approval signatures for the 3-party IGA will prevent the planning phase to obligate before the end of FFY 2023. The phase is being slipped to FFY 2024 for an early October obligation in FFY 2024.					
Special Approval Conditions:	Clackamas County is acting under a COBO to deliver the project for Gladstone.					
Submitted Materials:	Email request and discussion with the LAL					
Amendment Matrix Reference:	Phase slips within constrained years can occur administratively.					
Special Considerations:	None					
Constrained RTP ID and Name:	ID# 10151 - Trolley Trail Bridge Environmental/Engineering					
RTP Description:	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an existing railroad bridge spanning the Clackamas River.					
Additional comments:						

Name: **Trolley Tr Bridge: Portland Ave-Clackamas River Greenway Tr**

Key: **22139**

Description **Complete project development activities to construct a new Trolley Trail Bridge across the Clackamas River. Linking workers, residents, and tourists in Gladstone and Oregon City, the proposed bridge would increase travel options and improve safety and mobility for pedestrians and bicyclists.**

Region: **1**

MPO: **Portland Metro MPO**

Work Type: **BIKPED**

Applicant: **CITY OF GLADSTONE**

Status: **PLANNING ACTIVITY**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023						
Total	\$1,369,442.00						\$1,369,442.00
Fund 1	Z230	\$1,228,800.31					
Match	\$140,641.69						

Footnote: Current funding: **\$1,228,800 fed STBG**

Most Recent Approved Amendment

Amendment No: **21-24-2412**

Approval Date: **8/22/2022**

Requested Action: **Slip the project to start in federal fiscal year 2023.**

Federal Fiscal Year 2023 (October 2022 through September 2023)
Metro AM23-25-AUG4 August #3 Administrative Modification Bundle 4

Key Number	22552	MTIP ID	71265
Name:	Willamette River: Stormwater Source Control Improvements		
Lead Agency:	ODOT		
Changes:	Slip the ROW phase from FFY 2023 to FFY 2024		
Notes:			
AM Eligible:	Phase slips within constrained years may occur administratively		



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

Administrative Modification
PHASE SLIP
 Slip ROW phase to FFY 2024

Lead Agency:	ODOT		Project Type:	Highway	ODOT Key:	22552
Project Name:			Fiscal Type:	Other	MTIP ID:	71265
Willamette River: Stormwater Source Control Improvements	2		ODOT Type	Bridge	Status:	4
			Capacity Enhancing:	No	Comp Date	12/31/2028
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	US30		Conformity Exempt:	Exempt	RTP ID:	12092
	1.95		Performance Meas:	Safety	RTP Approval:	12/6/2018
	9.20		On State Hwy Sys:	US30BY	RFFA ID:	N/A
	7.25		Mile Post Begin:	0.80	RFFA Cycle:	2022-24
			Mile Post End:	0.80	UPWP:	No
Short Description:	I-405		Length:	0.00	UPWP Cycle:	N/A
Complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas	3.33		1st Year Program'd:	2022	Past Amend:	2
	3.33		Years Active:	2	OTC Approval:	No
	0.00		Flex Transfer:	No	Flex Code:	N/A
			STIP Amend#:	TBD	MTIP Amend#:	AM23-25-AUG4

Detailed Description: In north Portland along the Willamette River on I-405 at MP 3.33, on US30 between MP 1.95 to MP 9.20, and US 30 BY at MP 0.80, complete the design and ROW actions of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas. (PGB under RTP ID 12092 - Bridge)

STIP Description: Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.

LAST Amendment or Admin Mod: Formal, November 2023, NV23-03-NOV - SCOPE CHANGE: The amendment provides approved funding for the 30 added site locations along US30 that will be included now in the project. Funding is from the Bridge program.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Y240	2022		\$ 5,787,612				\$ 5,787,612
State STBG	Y240	2023			\$ 4,946,429			\$ -
State STBG	Y240	2024			\$ 4,946,429			\$ 4,946,429
								\$ -
							Federal Totals:	\$ 10,734,041
State Funds								
State	Match	2022		\$ 662,418				\$ 662,418
State	Match	2023			\$ 566,141			\$ -
State	Match	2024			\$ 566,141			\$ 566,141
							State Total:	\$ 1,228,559
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 6,450,030	\$ 5,512,570	\$ -	\$ -	\$ 11,962,600
Phase Totals After Amend:			\$ -	\$ 6,450,030	\$ 5,512,570	\$ -	\$ -	\$ 11,962,600
Year Of Expenditure (YOE):								\$ 11,962,600
Programming Adjustments Summary Details								
Is the project short programmed: The construction phase will be in FFY 2025 and will be added to the 2024-27 MTIP and STIP								
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:			\$ -	\$ 662,418	\$ 566,141	\$ -	\$ -	\$ 1,228,559
Revised Match Percent:			N/A	10.27%	10.27%	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:		\$ 6,450,030				Notes
Federal Funds Obligated:		\$ 5,787,612				
Initial Obligation Date:		N/A				
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 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 - Other					
Exemption Category:	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives					
Administrative Mod Summary:	The admin mod slips the ROW phase to FFY 2024 as part of the final EOY slip amendment.					
Special Approval Conditions:	Second review determined the phase skip was required.					
Submitted Materials:	Email request.					
Amendment Matrix Reference:	Fund Swaps within constrained years where no cost or scope change occurs can be completed as an admin mod.					
Special Considerations:	Future expected approval for SFLP funding					
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:	None					

Name: **Willamette River: Stormwater source control improvements**Key: **22552**Description **Complete the design of select Source Control Measures (SCMs) to improve stormwater quality within the Portland Harbor from Fremont Bridge and St. Johns Bridge including surrounding areas.**Region: **1**MPO: **Portland Metro MPO**Work Type: **BRIDGE**Applicant: **ODOT**Status: **FUNDED THROUGH RIGHT OF WAY ACQUISITION****Location(s)-**

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	MULTNOMAH
0.80 to 0.80	0.00	US-30BY	NORTHEAST PORTLAND	REGION 1 ACT	MULTNOMAH
1.95 to 1.97	0.02	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
1.98 to 4.13	2.15	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
3.33 to 3.33	0.00	I-405	STADIUM FREEWAY	REGION 1 ACT	MULTNOMAH
4.52 to 5.19	0.67	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH
5.20 to 9.20	4.00	US-30	LOWER COLUMBIA RIVER	REGION 1 ACT	MULTNOMAH

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2023				
Total		\$6,450,030.00	\$5,512,570.00				\$11,962,600.00
Fund 1		Y240 \$5,787,611.92	Y240 \$3,902,978.63				
Match		\$662,418.08	\$446,713.37				
Fund 2			S070 \$1,162,878.00				
Match							

Footnote: \$10,734,040.98 in federal funds**Most Recent Approved Amendment**Amendment No: **21-24-2771**Approval Date: **1/5/2023**

Requested Action: **Increase the Preliminary Engineering phase by \$4,050,030 and the Right of Way phase by \$3,152,570, adding savings from the statewide bridge program. Update project location, adding scope at mile points 1.95-9.20 on US-30.**

Federal Fiscal Year 2023 (October 2022 through September 2023)
Metro AM23-25-AUG4 August #3 Administrative Modification Bundle 4

Key Number	18832	MTIP ID	70774
Name:	Willamette Greenway Trail: Columbia Blvd Bridge		
Lead Agency:	Metro Portland Parks		
Changes:	Add \$938k of local overmatch to the PE to address a PE funding shortfall		
Notes:	Lead agency updated based on the 3-party IGA with Portland Parks as lead agency.		
AM Eligible:	Cost increases below the 20% threshold can occur administratively.		



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

Administrative Modification
COST INCREASE
Add local overmatch to PE phase

Lead Agency:	Metro Portland Parks		Project Type:	Trai;	ODOT Key:	18832
Project Name:			Fiscal Type:	Capital	MTIP ID:	70774
Willamette Greenway Trail: Columbia Blvd Bridge	3		ODOT Type	BikePed	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).			Capacity Enhancing:	No	Comp Date	12/31/2028
Short Description:			Conformity Exempt:	Exempt	RTP ID:	11640
Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.			Performance Meas:	Congestion	RTP Approval:	12/6/2018
			On State Hwy Sys:	No	RFFA ID:	N/A
			Mile Post Begin:	N/A	RFFA Cycle:	2010-13
			Mile Post End:	N/A	UPWP:	No
			Length:	N/A	UPWP Cycle:	N/A
			1st Year Program'd:	2016	Past Amend:	6
			Years Active:	7	OTC Approval:	No
			Flex Transfer:	No	Flex Code:	N/A
			STIP Amend#:	TBD	MTIP Amend#:	AM23-25-AUG4
Detailed Description: None						
STIP Description: Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.						

LAST Amendment or Admin Mod: Formal, November 2022, NV23-03-NOV - COST INCREASE: The formal amendment adds funding to address significant phase funding shortfalls to PE, UR, and Construction

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	M23E	2019		\$ 191,235				\$ 191,235
TA-U	M3E1	2019		\$ 275,361				\$ 275,361
State STBG	-	2019		\$ 866,102				\$ -
State TA	Y301	2019		\$ 866,102				\$ 866,102
State STBG	Z240	2024				\$ 265,706		\$ 265,706
								\$ -
State TA, Code Y301 is not Metro TA. Metro TA is under M3E1.							Federal Totals:	\$ 1,598,404
State Funds								
							\$ -	-
							\$ -	-
							State Total:	\$ -
Local Funds								
Local (STBG)	Match	2019		\$ 21,888				\$ 21,888
Local (TA-U)	Match	2019		\$ 31,516				\$ 31,516
Local (S TA)	Match	2019		\$ 99,129				\$ 99,129
Other	OTH0	2019		\$ 938,129				\$ 938,129
Local	Match	2024				\$ 30,411		\$ 30,411
Other	OTH0	2024				\$ 9,208		\$ 9,208
Other	OTH0	2025					\$ 5,872,256	\$ -
								\$ -
							Local Total	\$ 1,130,281
Phase Totals Before Amend:			\$ -	\$ 1,485,231	\$ -	\$ 305,325	\$ 5,872,256	\$ 7,662,812
Phase Totals After Amend:			\$ -	\$ 2,423,360	\$ -	\$ 305,325	\$ 5,872,256	\$ 8,600,941
Year Of Expenditure (YOE):							\$	8,600,941

Programming Adjustments Summary Details						
Is the project short programmed: The project in the MTIP represents full programming based on the latest cost update						
Phase Change Amounts:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 938,129
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	12.24%
Revised Match Federal:	\$ -	\$ 152,533	\$ -	\$ 30,411	\$ -	\$ 182,944
Revised Match Percent:	N/A	10.27%	N/A	10.27%	N/A	10.27%
Phase Obligations and Expenditures Summary						
Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 2,423,360				Notes
Federal Funds Obligated:		\$ 1,332,698				
Initial Obligation Date:		N/A				
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 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:	Bicycle and pedestrian facilities					
Administrative Mod Summary:	The admin mod adds \$938k of local overmatch to the PE to address a funding shortfall. The cost increase equals a12.2% change to the project which is below the 20% threshold.					
Special Approval Conditions:						
Submitted Materials:	Completed PCR					
Amendment Matrix Reference:	Cost increases below 20% can occur administratively					
Special Considerations:	Cons included n MTIP calculations					
Constrained RTP ID and Name:	ID# 11640 - North Portland Greenway Segment 1					
RTP Description:	Construct the North Slough Bridge to fill the last remaining gap in Segment 1 of the N Portland Greenway Trail.					

Additional comments: None

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)		\$1,485,231.00	\$2,423,360.00	(\$938,129.00)
	Right-of-Way (RW)		\$0.00	\$0.00	\$0.00
	Utility Relocation (UR)		\$305,325.00	\$305,325.00	\$0.00
	Construction (CN)		\$2,092,381.00	\$5,872,256.00	(\$3,779,875.00)
	Other (OT)				\$0.00

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

Additional Information:

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home

admin

RTP

RFFA

MTIP

FUND

search

details

costs

programming

map

amendments

obligations

earmarks

comments

ODOT Key: 18832 | MTIP ID: 70774

Willamette Greenway Trail: Columbia Blvd Bridge - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2019		\$1,332,698	\$152,533	\$0	\$1,485,231	<input type="checkbox"/>
	2018	STBG-URBAN	\$191,235	\$21,888	\$0	\$213,123	
	2018	STBG - STATE	\$866,102	\$99,129	\$0	\$965,231	
	2018	TA - URBAN	\$275,361	\$31,516	\$0	\$306,877	
Purchase right of way	2023		\$0	\$0	\$0	\$0	<input type="checkbox"/>
Construction	2025		\$0	\$0	\$5,872,256	\$5,872,256	<input type="checkbox"/>
	2008	OTHER		\$0	\$5,872,256	\$5,872,256	
Other (explain)	2024		\$265,706	\$30,411	\$9,208	\$305,325	<input type="checkbox"/>
	2021	STBG - STATE	\$265,706	\$30,411	\$9,208	\$305,325	
Totals >>			\$1,598,404	\$182,944	\$5,881,464	\$7,662,812	

Name: Willamette Greenway Trail: Columbia Blvd Bridge					Key: 18832	
Description Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.						Region: 1
MPO: Portland Metro MPO			Work Type: BIKPED			
Applicant: CITY OF PORTLAND BUR OF PKS/REC			Status: PROJECT FUNDED THROUGH FINAL PLANS			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
		Various	VARIOUS HIGHWAYS	REGION 1 ACT	MULTNOMAH	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year		2016		2024		
Total		\$1,485,231.00		\$305,325.00		\$1,790,556.00
Fund 1		Y301 \$866,101.77		Z240 \$265,705.78		
Match		\$99,129.23		\$30,411.22		
Fund 2		M3E1 \$275,361.40		OTH0 \$9,208.00		
Match		\$31,516.34				
Fund 3		M23E \$191,234.60				
Match		\$21,887.66				
Footnote: \$1,580,511 MTEP Award.						
Most Recent Approved Amendment						
Amendment No: 21-24-2796			Approval Date: 1/5/2023			
Requested Action:		Cancel the Construction phase in the current STIP. The phase will be delivered in the federal fiscal year 2025, which is part of the 2024-2027 STIP cycle. Increase the Preliminary Engineering phase by \$965,231 and add a Utility Relocation phase.				

Federal Fiscal Year 2023 (October 2022 through September 2023)
Metro AM23-25-AUG4 August #4 Administrative Modification Bundle 4

Key Number	22613	MTIP ID	71337
Name:			
Lead Agency:	ODOT		
Changes:	Slip Construction phase to FFY 2024. Adjust programming levels based on STIP programming		
Notes:			
AM Eligible:	The cost adjustment is a technical correction based on previous STIP updates.		



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

Administrative Modification
PHASE SLIP & COST
 Slip Cons to 2024 and adjust Cons

Lead Agency:	ODOT		Project Type:	Highway	ODOT Key:	22613
Project Name:			Fiscal Type:	SM&O	MTIP ID:	71337
Portland Metro and Surrounding Areas Safety Reserve	4		ODOT Type	Safety	Status:	7
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated			Capacity Enhancing:	No	Comp Date	12/31/2026
Short Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.			Conformity Exempt:	Exempt	RTP ID:	12095
			Performance Meas:	Safety	RTP Approval:	12/6/2018
			On State Hwy Sys:	N/A	RFFA ID:	N/A
			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:	0
			Years Active:	1	OTC Approval:	No
			Flex Transfer:	No	Flex Code:	N/A
			STIP Amend#:	TBD	MTIP Amend#:	AM23-25-AUG4

Detailed Description: Across the Region 1 total four county area, establish a safety bucket reserve to support future urgent safety issues and project safety improvement needs are time sensitive and require immediate mitigation. Similar to Emergency Relieve funding bucket logic. (OTC approval: July 14, 2022)

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

LAST Amendment or Admin Mod: None. This is the 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	2023					\$ 900,000	\$ -
AC-STBGS	ACP0	2024					\$ 330,154	\$ 330,154
								\$ -
							Federal Totals:	\$ 330,154
State Funds								
State	Match	2023					\$ 103,009	\$ -
State	Match	2024					\$ 36,684	\$ 36,684
								\$ -
							State Total:	\$ 36,684
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,003,009	\$ 1,003,009
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 366,838	\$ 366,838
Year Of Expenditure (YOE):								\$ 366,838
Programming Adjustments Summary Details								
Is the project short programmed:								
Phase Change Amounts:			\$ -	\$ -	\$ -	\$ -	\$ (636,171)	\$ (636,171)
Phase Change Percentages:			0.00%	0.00%	0.00%	0.00%	0.00%	-63.43%
Revised Match Federal:			\$ -	\$ -	\$ -	\$ -	\$ 36,684	\$ 36,684
Revised Match Percent:			N/A	N/A	N/A	N/A	10.00%	10.00%

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 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 adjusts the programming level for the PGB base don the STIP and slips the construction phase to FFY 2024.					
Special Approval Conditions:	Programming adjustments based on the current STIP					
Submitted Materials:	Email request					
Amendment Matrix Reference:	Phase slips within constrained years					
Special Considerations:	The programming update is considered a technical correction.					
Constrained RTP ID and Name:	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.					
Additional comments:	None					

Name: **Portland Metro and surrounding areas safety reserve**

Key: **22613**

Description **Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.**

Region: **1**

MPO: **Non-MPO**

Work Type: **SAFETY**

Applicant: **ODOT**

Status: **BUCKET OF FUNDS**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	HOOD RIVER
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2023		
Total					\$366,837.85		\$366,837.85
Fund 1					ACP0 \$330,154.06		
Match					\$36,683.79		

Footnote:

Most Recent Approved Amendment

Amendment No: **21-24-2353**

Approval Date: **6/28/2023**

Requested Action: **Reduce the project by \$633,162.15, moving funds to project keys 26647 and 23428.**