

2018-21 Metropolitan Transportation Improvement Program (MTIP)

**Metro January 2020 Admin Modification Bundle #1**

Modification Number: **AB20-07-JAN1** Resolution: N/A

Number of projects within this amendment: **3 total**

Project Narrative



**Proposed January 2020 Administrative Modification Bundle #1**

**Modification Number: AB20-07-JAN1**

**Total Number of Projects: 3**

ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 21283	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist <b>and to meet current safety standards as required by HB2017</b>	<b>PHASE FUND TRANSFER:</b> The admin mod transfers \$196k from the construction phase to PE to address a PE phase funding shortfall. The submitted construction summary confirms no construction phase backfill is required
Project #2 Key 17268	Portland	Red Electric Trail: SW Bertha - SW Capitol Hwy	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope	<b>COST INCREASE</b> The admin mod increases the construction phase by \$500k and the Other/UR phase by another \$30k. Increases is all local funds and is due to construction phase re-design.
Project #3 Key 20479	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E), <b>and</b> on Powell (US-26), <b>and OR8 at Baseline</b> . Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	<b>PHASE FUND TRANSFER:</b> The Admin Mod shifts \$138,801 from the construction phase to ROW to address a funding shortfall. The final right of way estimate came higher than the available STIP budget due to an increased number of files, the size (sqft) of individual files, and the type of property right needed. Additionally, the PE phase converts obligated funds by removing some of the HSIP and replacing them with State TAP funds. Third, a portion of the 100% obligated HSIP is converted to 92.22% federal HSIP. Total project cost remains unchanged at \$3,335,852.