

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 19-5046
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Acting Chief Operating
IMPROVEMENT PROGRAM INVOLVING)	Officer Andrew Scott in concurrence
EIGHT PROJECTS IMPACTING METRO, ODOT,)	with Council President Lynn Peterson
PORTLAND, AND TIGARD (NV20-03-NOV))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, Metro and Salem resolved an obligation and expenditure status for a past UPWP Transportation System Management and Operations (TSMO) operations project and determined Key 21038, Metro’s Regional TSMO Program (2017) project was a duplicate project and could now be removed from the MTIP without issue; and

WHEREAS, Metro and Portland completed a local fund exchange with TriMet for two of their Metro Regional Flexible Fund Allocation (RFFA) funded projects, Central Eastside Intersection Improvements plus their NE 72nd Ave from NE Killingsworth to NE Sandy Blvd, and has completed the required-de-federalization programming actions in the MTIP, developed and executed the required local IGA between Metro, TriMet, and Portland which now allows the locally funded projects to be removed from the MTIP and monitored separately as locally delivered projects; and

WHEREAS, ODOT’s ongoing project development and review monitoring efforts identified required scope changes to their OR8 at River Rd and US30 NW Saltzman Rd to NW Bridge Ave operations and safety projects to reduce the project scope of approved work for both projects to keep them within their approved budgets ; and

WHEREAS, ODOT will initiate a federally funded planning study to complete multi-modal planning assessment activities to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver between Oregon and Washington utilizing up to \$8.2 million of federal Redistribution funds; and

WHEREAS, ODOT and Portland's project development update for Portland's Systemic Signal and Illumination project determined that a re-scoping effort was necessary and is completing the down-scoping efforts to remove of four project site locations to ensure the project stays within its authorized budget; and

WHEREAS, ODOT's local project delivery review with the city of Tigard determined the Fanno Creek Trail project required additional construction funding totaling \$1.5 million of local funds and will require additional preliminary engineering actions resulting in the Right-of-Way phase schedule needing to slip to FY 2020 which will then delay the Construction phase from beginning until FY 2021; and

WHEREAS, the November 2019 Formal MTIP Amendment was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338 and accomplished legally; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the November 2019 Formal MTIP Amendment; and

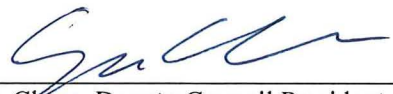
WHEREAS, all projects included in the November 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on November 1, 2019; and

WHEREAS, JPACT received their notification on November 21, 2019 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on December 5, 2019 to formally amend the 2018-21 MTIP to include the November 2019 Formal Amendment bundle consisting of eight projects.

ADOPTED by the Metro Council this 5th day of DECEMBER 2019.



Sam Chase, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5046**



**Proposed November 2019 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **NV20-03-NOV**
Total Number of Projects: **8****

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21038	71010	Metro	Regional TSMO Program (2017)	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	CANCEL PROJECT: Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 becomes a duplicate project in the MTIP and is being removed now.
Project #2 Key 20451	70996	ODOT	OR8 at River Rd & OR224 at Lake Rd OR8 at River Rd	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.	SCOPE CHANGE: The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged.
Project #3 Key 20208	70938	ODOT	US30: KITTRIDGE ST JOHNS US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.	SCOPE CHANGE: The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704

<p>Project #4 Key 21570 New Project</p>	<p>TBD</p>	<p>ODOT</p>	<p>I-5: Columbia River (Interstate) Bridge</p>	<p>Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington</p>	<p>ADD NEW PROJECT: The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.</p>
<p>Project #5 Key 20809</p>	<p>70887</p>	<p>Portland</p>	<p>Central Eastside Intersection Improvements</p>	<p>Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.</p>	<p>CANCEL PROJECT: The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.</p>
<p>Project #6 Key 20817</p>	<p>70879</p>	<p>Portland</p>	<p>NE 72nd Ave: NE Killingsworth - NE Sandy Blvd</p>	<p>Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.</p>	<p>CANCEL PROJECT: The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.</p>

<p>Project #7 Key 20334</p>	<p>70949</p>	<p>Portland</p>	<p>Systemic Signal and Illumination (Portland)</p>	<p>Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.</p>	<p><u>SCOPE CHANGE:</u> The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.</p>
<p>Project #8 Key 19327</p>	<p>70690</p>	<p>Tigard</p>	<p>Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR</p>	<p>This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.</p>	<p><u>COST INCREASE:</u> The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843,363 with the total project cost increasing to \$6,404,977.</p>



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT**
2nd Amendment to Project

Lead Agency: Metro	Project Type: TSMO	ODOT Key: 21038
Project Name: Regional TSMO Program 2017	ODOT Type: OP-ITS	MTIP ID: 70677
	Performance Meas: No	Status: 0
Project Status: 0 = No activity.	Capacity Enhancing: No	Comp Date: N/A
	Conformity Exempt: Yes	RTP ID: 11104
Short Description: Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: Yes
	Length: N/A	UPWP Cycle: SFY 19
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 2	OTC Approval: No

Detailed Description: None

CANCELED PROJECT

STIP Description: Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STP-U	Z230	2019					\$ 65,454	\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds									
Local	Match	2019							
			-					\$ 7,492	\$ -
									\$ -
									\$ -
								Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,946	\$ 72,946
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Year Of Expenditure (YOE):									\$ -

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment cancels Key 21038, Regional TSMO Program (2017) as it was obligated as part of the SFY 2018 UPWP program. However, confirmation of the obligation was under a separate Key in the Master Agreement and thought to be an over obligation to the other project. The obligation against the other UPWP project was recently confirmed resulting in Key 21038 becoming an unnecessary duplicate project in the MTIP. For accounting an auditing purposes it is being removed from the MTIP at this time.

> Will Performance Measurements Apply: Appears No

RTP References:

> RTP IDs: 11104 - Regional TSMO Program Investments for 2018-27

> 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

Fund Codes:

> STP = Federal Surface Transportation Program funds. Allocated to Metro via a statewide formula for various transportation improvements

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

> Other = Additional local funds contributing to the project beyond the required match.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
SCOPE CHANGE**
5th Amendment to Project

Lead Agency: ODOT	Project Type: Ops/Safety	ODOT Key: 20451
Project Name: OR8 at River Rd & OR224 at Lake Rd OR8 at River Rd	ODOT Type: TSMO/Sig	MTIP ID: 70996
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/31/2021
	Conformity Exempt: Yes	RTP ID: Nov Ltr
Short Description: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County	On State Hwy Sys: OR8	RFFA ID: N/A
	Mile Post Begin: 11.70	RFFA Cycle: N/A
	Mile Post End: 11.75	UPWP: N/A
	Length: 0.05	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 2
	Years Active: 2	OTC Approval: No

Detailed Description: On OR8 on River Rd from MP 11.70 to 11.75, Construct full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. ~~Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County~~

STIP Description: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
Federal Funds								
ADVCON	ACPO	2019		\$ 1,037,054				\$ -
ADVCON	ACPO	2019		\$ 983,216				\$ 983,216
RAIL HWY CROSS HAZ	ZS40	2019		\$ 54,000				\$ 54,000
STBG STATE	Z240	2020			\$ 82,146			\$ 82,146
RAIL HWY CROSS HAZ	LS40/50	2020				\$ 270,000		\$ 270,000
NHPP	Z001	2021					\$ 939,399	\$ 939,399
ADVCON	ACPO	2021					\$ 49,576	\$ 49,576
								\$ -
							Federal Totals:	\$ 2,378,337

Federal Fund Obligations:		\$	1,037,216				Federal Aid ID
EA Number:			PE003110				SA00(269)
Initial Obligation Date:			5/2/2019				

State Funds								
State	Match	2019		\$ 118,695			\$ -	
State	Match	2019		\$ 112,534			\$ 112,534	
State	Match	2019		\$ 6,000			\$ 6,000	
State	Match	2020			\$ 9,402		\$ 9,402	
State	Match	2020				\$ 30,000	\$ 30,000	
State	Match	2021				\$ 107,518	\$ 107,518	
State	Match	20201				\$ 5,674	\$ 5,674	
							\$ -	
							State Total:	\$ 271,128

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							

Local Funds								
							\$ -	
							\$ -	
							Local Total	\$ -

Phase Totals Before Amend:	\$ -	\$ 1,155,749	\$ 91,548	\$ 270,000	\$ 1,102,167	\$ 2,619,464
Phase Totals After Amend:	\$ -	\$ 1,155,750	\$ 91,548	\$ 300,000	\$ 1,102,167	\$ 2,649,465
Year Of Expenditure (YOE):						\$ 2,649,465

Notes and Summary of Changes:
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:
The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds. The total project cost of \$2,649,465 remains unchanged.

> **Will Performance Measurements Apply: Appears Yes**

RTP References:

- > RTP IDs: ODOT O&M Project Groupings for the RTP
- > RTP Description: Safety & Operations Projects - Eligible safety and operational improvements for this project grouping may include the following: (1) Highway crossings improvements (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS.
- > Air Quality Exemption Status: Exempt project per 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections

Fund Codes:

- > ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.
- > RAIL HWY CROSS HAZ = Federal Rail Highway Crossings Hazards Elimination - FAST ACT. These federal funds are allocated to ODOT in support reducing or eliminating railroad crossing hazards.
- > STBG STATE = Federal Surface Transportation Block Grant (STBG) funds allocated directly to ODOT for various highway improvement uses.
- > NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System
- > State = General state funds provided by ODOT or the lead state agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
SCOPE CHANGE**
3rd Amendment to Project

Lead Agency: ODOT	Project Type: O&M	ODOT Key: 20208
Project Name: US30: KITTRIDGE – ST JOHNS US30: NW Saltzman Rd - NW Bridge Ave	ODOT Type: Preserve	MTIP ID: 70938
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/1/2022
	Conformity Exempt: Yes	RTP ID: 11815
Short Description: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Pave Bridge Avenue.	On State Hwy Sys: US30	RFFA ID: N/A
	Mile Post Begin: 5.23	RFFA Cycle: N/A
	Mile Post End: 6.46	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2017	Past Amend: 4
	Years Active: 4	OTC Approval: No

Detailed Description: ADD --> In NW Portland areas on US30 between NW Bridge Ave (MP 6.46) and NW Saltzman Rd (MP 5.23) (1.23 miles total) arterial rehabilitation to include repaving, ADA ramp compliance upgrades, access management improvements, and address drainage as needed

STIP Description: Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	Z001	2017		\$ 1,484,060				\$ 1,484,060
ADVCON	ACPO	2017		\$ 538,380				\$ 538,380
ADVCON	ACPO	2020			\$ 160,721			\$ 160,721
ADVCON	ACPO	2020			\$ 62,811			\$ 62,811
ADVCON	ACPO	2021				\$ 5,397,862		\$ 5,397,862
							Federal Totals:	\$ 7,643,834
Federal Fund Obligations:				\$ 2,022,440				Federal Aid ID
EA Number:				PE002834				S092(60)
Initial Obligation Date:				8/24/2017				

State Funds													
State	Match	2017	\$	169,857		\$	169,857						
State	Match	2017	\$	61,620		\$	61,620						
State	Match	2020		\$	18,395	\$	18,395						
State	Match	2020		\$	7,189	\$	7,189						
State	Match	2021			\$	617,809	\$	617,809					
							State Total:	\$ 874,870					
State Fund Obligations:													
EA Number:													
Initial Obligation Date:													
Local Funds													
						\$	-						
						\$	-						
							Local Total	\$ -					
Phase Totals Before Amend:	\$	-	\$	2,253,917	\$	179,116	\$	70,000	\$	6,015,671	\$	8,518,704	
Phase Totals After Amend:	\$	-	\$	2,253,917	\$	179,116	\$	70,000	\$	6,015,671	\$	8,518,704	
											Year Of Expenditure (YOE):	\$	8,518,704
Notes and Summary of Changes:													
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.													
Amendment Summary:													
The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704													
> Will Performance Measurements Apply: Appears Yes													
RTP References:													
> RTP IDs: 11815 (Portland) NW St Helens Rd Corridor Safety Improvements													
> RTP Description: Design and implement pedestrian and bicycle facilities and improve traffic safety for all modes.													
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.													
Fund Codes:													
> NHPP = Federal National Highway Performance Program (FAST ACT) funds. NHPP support transportation improvements to sites on the National Highway System and State Highway System													
> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.													
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs													



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Programming

Lead Agency: ODOT	Project Type: Planning	ODOT Key: 21570
Project Name: I-5: Columbia River (Interstate) Bridge	ODOT Type: Bridge/Pln	MTIP ID: TBD
	Performance Meas: No	Status: A
Project Status: A = Programming in progress or in approved MTIP moving forward to obligate funds	Capacity Enhancing: No	Comp Date: 4/1/2021
	Conformity Exempt: Yes	RTP ID: Apndx S 10893
Short Description: Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington	On State Hwy Sys: I-5	RFFA ID: N/A
	Mile Post Begin: 306.70	RFFA Cycle: N/A
	Mile Post End: 308.72	UPWP: Yes
	Length: 2.02	UPWP Cycle: SFY 20
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes

Detailed Description: In northern Portland on I-5 across the Columbia River to Vancouver, Washington between MP 306.70 to 3.08.72, conduct and complete multi-modal planning assessments for the replacement of the I-5 Columbia River Bridge to improve mobility and address safety problems along the corridor and include possible study items as the development of a locally preferred alternative, recommended number of general purpose travel lanes, inclusion of light rail, incorporation of active transportation improvements, develop opportunity cost assessments, etc. in support of Resolution 08-3960B

STIP Description: Planning activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020	\$ 8,299,800					\$ 8,299,800
								\$ -
							Federal Totals:	\$ 8,299,800
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds								
State	Match	2020	\$	700,200			\$ 700,200	
							\$ -	
							State Total:	\$ 700,200
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
							\$ -	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$	-	\$	-	\$ -	
Phase Totals After Amend:	\$	9,000,000	\$	-	\$	-	\$ 9,000,000	
Note: Preliminary estimated bridge replacement cost per the RTP = \$3,169,866,000							Year Of Expenditure (YOE):	\$ 9,000,000
Notes and Summary of Changes:								
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.								
Amendment Summary:								
The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.								
> Will Performance Measurements Apply: No								
RTP References:								
> RTP IDs: 10893 - I-5 Columbia River Bridge								
> RTP Description: .Replace I-5/Columbia River bridges and improve interchanges on I-5. Project adds protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension								
> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies								
Fund Codes:								
> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.								
> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs								



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT**
1st Amendment to Project

Lead Agency: Portland	Project Type: O&M	ODOT Key: 20809
Project Name: Central Eastside Intersection Improvements	ODOT Type: Preserve	MTIP ID: 70887
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/31/2021
	Conformity Exempt: Yes	RTP ID: 11841
Short Description: Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.	On State Hwy Sys: No	RFFA ID: 50303
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 0
	Years Active: 2	OTC Approval: No

Detailed Description: None

STIP Description: Improve freight access and circulation at key choke points and improve bikeways leading into/through the Central Eastside Industrial

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds			CANCELED PROJECT					\$ -
								\$ -
								\$ -
Federal Totals:								\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

State Funds			Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
								\$ -
								\$ -
State Total:							\$ -	
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
TriMet-GF	Local	2019				\$ 563,689	\$ -	
Local	Local	2019				\$ 64,517	\$ -	
TriMet-GF	Local	2020				\$ 2,032,190	\$ -	
Local	Local	2020				\$ 2,742,037	\$ -	
							\$ -	
							\$ -	
							\$ -	
						Local Total	\$ -	
Phase Totals Before Amend:	\$	-	\$ 628,206	\$ -	\$ -	\$ 4,774,227	\$ 5,402,433	
Phase Totals After Amend:	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	
Year Of Expenditure (YOE):							\$	-

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment cancels the project from the MTIP. The project originally was a Metro 2019-21 RFFA awarded project. Initially programmed with Surface transportation Program (STP) and local matching funds, the project was identified as a de-federalization candidate. The project was de-federalized by completing a fund swap with TriMet resulting in a locally funded project. Metro has developed a separate Intergovernmental Agreement (IGA) with Portland to manage and deliver the local funds for the project. The project is exempt from air quality analysis, does not contain capacity enhancing scope activities, or now requires federal approvals. The local IGA has been developed and executed. As a result, the project can be removed from the MTIP without issue. The Central Eastside Intersection Improvements project will be monitored by Metro and delivered as a locally funded project outside of the MTIP.

≥ Will Performance Measurements Apply: Appears Yes

RTP References:

- > RTP IDs: 11841 Central Eastside Access and Circulation Improvements
- > RTP Description: Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & Sandy, 16th & Irving, and modifying signals at Stark & Grand, Clay & Grand, and Mill & MLK.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Pavement resurfacing and/or rehabilitation.

Fund Codes:

- > TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.
- > Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT**
1st Amendment to Project

Lead Agency: Portland	Project Type: Active Trns	ODOT Key: 20817
Project Name: NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	ODOT Type: BikePed	MTIP ID: 70879
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/1/2022
	Conformity Exempt: Yes	RTP ID: 10220
Short Description: Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.	On State Hwy Sys: No	RFFA ID: 50306
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 0
	Years Active: 2	OTC Approval: No

Detailed Description: Provide a high-quality pedestrian and bicycle parkway along NE 72nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Bikeway to the south. The project would construct a neighborhood greenway with traffic calming and crossing improvements from Sandy to Prescott, physically separated pedestrian and bicycle pathways on the west side of 72nd from Prescott to Sumner, and a shared multi-use path on the west side of 72nd from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.

STIP Description: Provide a bicycle and pedestrian parkway along NE 72nd Ave to connect residents to nearby commercial areas, schools, parks and green spaces in Cully and Roseway neighborhoods. Project to connect to the 70s Greenway to the south.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								

CANCELED PROJECT

State Funds						
						\$ -
						State Total: \$ -
State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds						
TriMet-GF	Local	2019		\$ 884,446		\$ -
Local	Local	2019		\$ 884,446		\$ -
TriMet-GF	Local	2020		\$ 294,815		\$ -
Local	Local	2020		\$ 294,815		\$ -
TriMet-GF	Local	2021		\$ 50,000		\$ -
Local	Local	2021		\$ 50,000		\$ -
TriMet-GF	Local	2021			\$ 970,739	\$ -
Local	Local	2021			\$ 2,567,045	\$ -
						Local Total \$ -
Phase Totals Before Amend:	\$ -	\$ 1,768,892	\$ 589,630	\$ 100,000	\$ 3,537,784	\$ 5,996,306
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						Year Of Expenditure (YOE): \$ -

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment cancels the project from the MTIP. NE 72nd Ave: NE Killingsworth - NE Sandy Blvd is a Metro 2019-21 RFFA federally funded grant awarded project. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.

> Will Performance Measurements Apply: Appears Yes

RTP References:

- > RTP ID: 10220 - Seventies Greenstreet and Bikeway
- > RTP Description: Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Killingsworth to Springwater.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Pedestrian and Bicycle Facilities

Fund Codes:

- > TriMet GF = Local TriMet General Funds swapped with Metro for the original awarded federal funds.
- > Local = General local agency funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
SCOPE CHANGE
2nd Amendment to Project**

Lead Agency: Portland	Project Type: O&M	ODOT Key: 20334
Project Name: Central Systemic Signals and Illumination (Portland)	ODOT Type: Safety	MTIP ID: 70949
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/31/2022
	Conformity Exempt: Yes	RTP ID: Nov Ltr
Short Description: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 2	OTC Approval: No

Detailed Description: ADD --> **Remaining project site locations include the following: SE Hawthorne Blvd at SE Grand Ave, SE Washington St at SE 99th Ave, SE Foster Rd at SE 92nd Ave, SE Stark St at SE 103rd Dr (ARTS PGB for Portland)**

STIP Description: Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total	
Federal Funds									
ADVCON	ACP0	2019		\$ 448,005				\$ -	
ADVCON	ACP0	2019		\$ 904,396				\$ 904,396	
ADVCON	ACP0	2020			\$ 58,560			\$ 58,560	
ADVCON	ACP0	2020				\$ 16,692		\$ 16,692	
ADVCON	ACP0	2021					\$ 203,068	\$ -	
ADVCON	ACP0	2021					\$ 735,233	\$ 735,233	
HSIP	MS30	2021					\$ 988,555	\$ -	
								\$ -	
							Federal Totals:	\$ 1,714,881	
Federal Fund Obligations:				\$ 448,005					Federal Aid ID
EA Number:				PE003064					5900(303)
Initial Obligation Date:				12/26/2018					

State Funds							\$	-
						State Total:	\$	-
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds							\$	
Local	Match	2019	\$ 37,795			\$	-	
Local	Match	2019	\$ 76,298			\$	76,298	
Other	OTH0	2020	\$ 4,940			\$	-	
Local	Match	2020	\$ 4,940			\$	4,940	
Other	OTH0	2020	\$ 1,408			\$	-	
Local	Match	2020	\$ 1,408			\$	1,408	
Other	OTH0	2021	\$ 100,531			\$	-	
Local	Match	2021	\$ 62,027			\$	62,027	
						Local Total	\$	144,673
Phase Totals Before Amend:		\$ -	\$ 485,800	\$ 63,500	\$ 18,100	\$ 1,292,154	\$	1,859,554
Phase Totals After Amend:		\$ -	\$ 980,694	\$ 63,500	\$ 18,100	\$ 797,260	\$	1,859,554
						Note: ADVCON @92.22% federal share	Year Of Expenditure (YOE):	\$ 1,859,554

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP IDs: November 27, 2018 Ltr - ODOT Operations & Maintenance Project Groupings for the RTP

> RTP Description: Safety and Operations Projects: Eligible safety and operational improvements for this project grouping may include the following - (1) Highway crossings improvements, (2) Roadway safety (non-capacity repairs/rehabilitation, (3) Landslides/rock falls mitigation, (4) Illumination/Signals, ITS

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Safety, Lighting improvements.

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

> Other = Additional local funds beyond the required minimum match in support of phase costs. Often referred to as "Overmatch"



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COST INCREASE**
5th Amendment to Project

Lead Agency: Tigard	Project Type: Active Trns	ODOT Key: 19327	
Project Name: Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	ODOT Type: BikePed	MTIP ID: 70690	
	Performance Meas: Yes	Status: 4	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	Capacity Enhancing: No	Comp Date: 12/1/2022	
	Conformity Exempt: Yes	RTP ID: 10766	
Short Description: This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	On State Hwy Sys: No	RFFA ID: 50261	
	Mile Post Begin: N/A	RFFA Cycle: 2016-18	
	Mile Post End: N/A	UPWP: N/A	
	Length: N/A	UPWP Cycle: N/A	
	1st Year Program'd: 2017	Past Amend: 4	
	Years Active: 4	OTC Approval: No	
	Detailed Description: This project will construct four sections of the Fanno Creek Trail in Tigard: 1) Woodard Park to Grant Avenue; 2) Main Street to Hall Boulevard; 3) Tigard Library to Bonita Road, and 4) 85th Avenue to Tualatin River Bridge. Design elements consist of an elevated trail for the Woodard to Grant segment, removal of the existing trail and realigning the new trail for the Main to Hall segment, and a new at-grade trail for the Tigard library to Bonita Road and 85th Avenue to Tualatin River Bridge segments.		
	STIP Description: Construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.		

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
CMAQ	Z400	2017		\$ 1,151,424				\$ -
CMAQ	Z400	2017		\$ 1,151,236				\$ 1,151,236
CMAQ	Z400	2019			\$ 250,000			\$ -
CMAQ	Z400	2020			\$ 250,000			\$ 250,000
CMAQ	Z400	2019				\$ 3,000,000		\$ -
CMAQ	Z400	2021				\$ 3,000,000		\$ 3,000,000
								\$ -
							Federal Totals:	\$ 4,401,236
Federal Fund Obligations:				\$ 1,151,236				Federal Aid ID
EA Number:				PE002814				7365(014)
Initial Obligation Date:				7/5/2017				

State Funds						
						\$ -
						\$ -
					State Total:	\$ -
State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds						
Local	Match	2017	\$ 131,786			\$ -
Local	Match	2017	\$ 131,764			\$ 131,764
Local	Match	2019	\$ 28,614			\$ -
Local	Match	2020	\$ 28,614			\$ 28,614
Local	Match	2019	\$ 343,363			\$ -
Local	Match	2021	\$ 343,363			\$ 343,363
Other	OVM	2021				\$ 1,500,000
Local Total						\$ 2,003,741

Phase Totals Before Amend:	\$ -	\$ 1,283,210	\$ 278,614	\$ -	\$ 3,343,363	\$ 4,905,187
Phase Totals After Amend:	\$ -	\$ 1,283,000	\$ 278,614	\$ -	\$ 4,843,363	\$ 6,404,977
Year Of Expenditure (YOE):						\$ 6,404,977

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843,363 with the total project cost increasing to \$6,404,977.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 10766 - Regional Trail Gap Closure

> RTP Description: Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Air Quality - Pedestrian and Bicycle Facilities.

Fund Codes:

> CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to Metro for a discretionary allocation to projects that provide strong air quality improvement benefits.

> Local = General local funds provided by the lead agency as part of the required match to the federal funds.

> Other = General local funds committed by the lead agency as overmatch and to cover phase cost above the required minimum match.

Memo



Date: Tuesday, November 26, 2019
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: November 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5046

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING EIGHT PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND TIGARD (NV20-03-NOV)

BACKGROUND

What This Is:

The November 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Metro, ODOT, and Portland. Eight projects comprise the amendment bundle.

What is the requested action?

JPACT recommends the Metro Council approve the November 2019 Formal MTIP Amendment plus Resolution 19-5046 enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed November 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: NV20-03-NOV Total Number of Projects: 8					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21038	71010	Metro	Regional TSMO Program (2017)	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	CANCEL PROJECT: Project awarded STP for SFY 2019 UPWP was obligated during SFY 2018 under a different Key. As a result, Key 21038 became a duplicate project in the MTIP and is being removed now.
Project #2 Key 20451	70996	ODOT	OR8 at River Rd & OR224 at Lake Rd OR8 at River Rd	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro	SCOPE CHANGE: The formal amendment completes a scope change to remove the intersection of OR224 and Lake Rd from the approved scope. The project remains a signalization upgrade at OR 8 and River Rd with required ADA improvements. The total project cost of \$2,649,465 remains unchanged.

Project #3 Key 20208	70938	ODOT	US30: KITTRIDGE- ST JOHNS US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed.	SCOPE CHANGE: The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704
Project #4 Key 21570 New Project	TBD	ODOT	I-5: Columbia River (Interstate) Bridge	Complete multi- modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington	ADD NEW PROJECT: The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.
Project #5 Key 20809	70887	Portland	Central Eastside Intersection Improvements	Improve freight access and circulation at key choke points in the Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.	CANCEL PROJECT: The project has been de-federalized through a fund exchange among TriMet and Metro. Now locally funded, the project does not have any federal approvals or requirements to be programmed in the MTIP. It is being removed from the MTIP through this formal amendment. The project will be delivered as a locally funded project monitored by Metro.
Project #6 Key 20817	70879	Portland	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.	CANCEL PROJECT: The formal amendment cancels the project from the MTIP. The project was deemed a good candidate for a fund exchange among Metro and TriMet. The fund exchange has been completed and the Metro local Intergovernmental Agreement (IGA) has been developed and executed. The project does not require federal approvals requiring it to remain in the MTIP. As a result, NE 72nd Ave: NE Killingsworth - NE Sandy is being removed from the MTIP. It will be monitored by Metro and delivered as a locally funded project outside of the MTIP.


Project #7 Key 20334	70949	Portland	Systemic Signal and Illumination (Portland)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	SCOPE CHANGE: The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include: (1) ARTS ID #9: 92nd Ave: Powell - Woodstock, (2) ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave, (3) ARTS ID #20H: NE Halsey St at NE 122nd Ave, and (4) ARTS ID #34H: SE Stark St at SE 148th Ave. The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall.
Project #8 Key 19327	70690	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	COST INCREASE: The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843,363 with the total project cost increasing to \$6,404,977.

A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1: <u>Regional TSMO Program 2017</u>	
Lead Agency:	Metro
ODOT Key Number:	21038 MTIP ID Number: 70677
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: <ul style="list-style-type: none"> ○ The project is a Regional Flexible Fund Allocation (RFFA) Step 1 annual allocation that supports various Transportation System Management and Operations (TSMO) planning activities by Metro staff to plan and implement Regional Intelligent Transportation System (ITS) projects ○ While most of the RFFA allocation for TSMO activities directly support new ITS projects, this allocation supports Metro staff planning needs. ○ The funds are incorporated into the annual Unified Planning and Work Program (UPWP) • Source: Existing MTIP project • Funding: FHWA Surface Transportation Program (STP) funds allocated to Metro and implemented through Metro's RFFA program. • Type: TSMO/ITS • Location: N/A. The funding supports staff planning activities. • Cross Streets: N/A - various locations recommended • Mile Post Limits: N/A • Current Status Code: 0 =No activity • STIP Amendment Number: TBD • MTIP Amendment Number: NV20-03-NOV

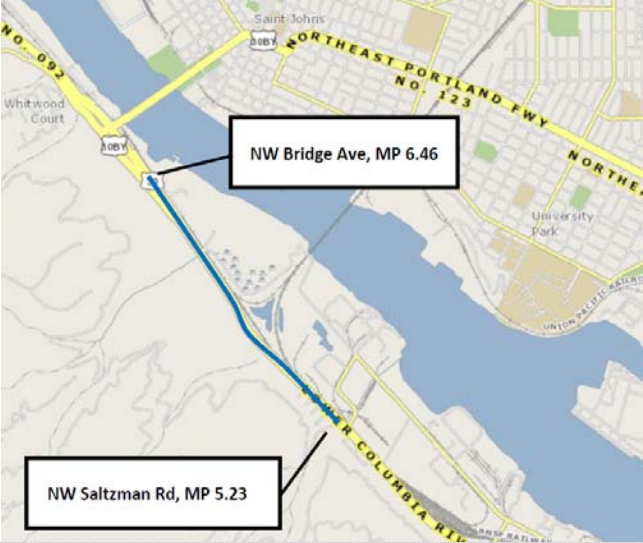
What is changing?	AMENDMENT ACTION: CANCEL PROJECT																																																																										
	The RFFA allocation is committed to TSMO/ITS planning needs on an annual basis. Due to prior year accounting of UPWP allocated funds, Metro chose to program the TSMO planning funds as a stand-alone MTIP project (in Key 21038) rather than incorporate it into the Master Agreement project Key of 21271.																																																																										
	<table border="1"> <thead> <tr> <th colspan="2">LEAD AGENCY</th> <td colspan="5">Metro</td> </tr> <tr> <th colspan="2">PROJECT NAME</th> <td colspan="5">Regional TSMO Program (2017)</td> </tr> <tr> <th colspan="2">Project IDs</th> <th colspan="4">Project Description</th> <th>Project Type</th> </tr> </thead> <tbody> <tr> <td>ODOT KEY</td> <td>21038</td> <td colspan="4" rowspan="3">Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking</td> <td rowspan="3">Transportation System Management Operations</td> </tr> <tr> <td>MTIP ID</td> <td>71010</td> </tr> <tr> <td>RTP ID</td> <td></td> </tr> <tr> <th>Phase</th> <th>Year</th> <th>Fund Type</th> <th>Federal Amount</th> <th>Minimum Local Match</th> <th>Other Amount</th> <th>Total Amount</th> </tr> <tr> <td>Other</td> <td>2019</td> <td>STP - Urban</td> <td>\$65,454</td> <td>\$7,492</td> <td>\$0</td> <td>\$72,946</td> </tr> <tr> <td colspan="3">FY 18-21 Totals</td> <td>\$65,454</td> <td>\$7,492</td> <td>\$0</td> <td>\$72,946</td> </tr> <tr> <td colspan="3">Estimated Project Cost (YOES)</td> <td>\$65,454</td> <td>\$7,492</td> <td>\$0</td> <td>\$72,946</td> </tr> </tbody> </table>		LEAD AGENCY		Metro					PROJECT NAME		Regional TSMO Program (2017)					Project IDs		Project Description				Project Type	ODOT KEY	21038	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking				Transportation System Management Operations	MTIP ID	71010	RTP ID		Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other	2019	STP - Urban	\$65,454	\$7,492	\$0	\$72,946	FY 18-21 Totals			\$65,454	\$7,492	\$0	\$72,946	Estimated Project Cost (YOES)			\$65,454	\$7,492	\$0	\$72,946													
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ODOT KEY	21038	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking				Transportation System Management Operations																																																																					
MTIP ID	71010																																																																										
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Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount																																																																					
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However, the required STP was added to Key 21271 and obligated as part of the regular annual UPWP cycle. Unfortunately, Metro was not notified of this which resulted in confusion over the funding status. Finally resolved last June and re-confirmed during September that the appropriate expenditures were occurring under Key 21271, Key 21038 is now being removed from the MTIP to ensure double programming and obligation of the STP does not occur.																																																																											
Additional Details:	A multi-step verification process is now in place to help avoid similar situations for again occurring																																																																										
Why a Formal amendment is required?	A formal/full amendment is required for any project that is removed/canceled from the MTIP																																																																										
Total Programmed Amount:	The total project programming amount decreases from \$72,946 to \$0																																																																										
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Project 2:	OR8 at River Rd & OR224 at Lake Rd OR8 at River Road		
Lead Agency:	ODOT		
ODOT Key Number:	20451	MTIP ID Number:	70996
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> Proposed improvements: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County 		



	<ul style="list-style-type: none"> • Source: Existing MTIP project. • Funding: Combination of multiple federal funds including <ul style="list-style-type: none"> ○ Advance Construction ○ Railroad Highway Crossing Hazards Elimination ○ State Surface transportation Block Grant (STBG) ○ National Highway Performance Program (NHPP) • Type: O&M – operations/safety – signalization project • Location: On OR8 • Cross Streets: At River Rd intersection • Overall Mile Post Limits: 11.70 to 11.75 (0.05 miles) • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3218 • MTIP Amendment Number: NV20-03-NOV
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p>The formal amendment drops the planned OR 224 at Lake Rd scope activities from the project. The project remains a signalization improvement project at the OR8/River Rd intersection. The latest construction cost analysis for this project revealed that the cost of delivering both the OR8 and OR224 locations will exceed the available funding. The overages are resulting from inflation as well as a new contingency calculation methodology that was not used during original scoping. In order to deliver the project within budget, ODOT decided to remove the OR224 location from the project scope. ODOT Maintenance will consider constructing the improvements at that location using non-federal funds.</p>
<p>Additional Details:</p>	

	<p style="text-align: center;">STIP PROJECT LOCATION ODOT REGION 1</p> <p style="text-align: center;">Region 1 ACT</p> <p style="text-align: center;">PROJECT LOCATION</p> <p style="text-align: center;">Hillsboro</p> <p style="text-align: center;">Washington County</p> <p style="text-align: center;">TUALATIN VALLEY HWY NO.029</p> <p style="text-align: center;">OR8 AT RIVER ROAD KEY NO. 20451</p> <p>LEGEND</p> <ul style="list-style-type: none"> PROJECT LOCATION HYDRO LOCAL ROADS STATE HIGHWAY CLASSIFICATION
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a new project to the MTIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$2,649,465</p>
<p>Added Notes:</p>	

<p>Project 3: US30: KITTRIDGE - ST JOHNS US30: NW Saltzman Rd - NW Bridge Ave</p>	
<p>Lead Agency:</p>	<p>ODOT</p>
<p>ODOT Key Number:</p>	<p>20208</p>
	<p>MTIP ID Number: 70938</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements - Roadway rehabilitation: Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. • Source: Existing MTIP project • Funding: Federal NHPP plus Advance Construction funds • Type: Roadway rehabilitation • Location: In NW Portland on US30 • Cross Street Limits: NW Saltzman Rd to NW Bridge Ave • Overall Mile Post Limits: MP 5,23 to 6.46 (1.23 miles total)

	<ul style="list-style-type: none"> • Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3220 • MTIP Amendment Number: NV20-03-NOV
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p> <p>The formal amendment reduces project limits and eliminates Bridge Avenue from the approved scope. ADA upgrades will require signal rebuilds at both Bridge Ave and Front Ave. These signal replacements were not anticipated. In order to fund them, the paving limit will be reduced from 3.92-6.46 to 5.23-6.46 and the paving of Bridge Ave will no longer occur. The total project cost remains unchanged at \$8,518,704</p>
<p>Additional Details:</p>	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes where the project limits are adjusted by more 0.25 miles require a formal MTIP amendment to explain the change</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount remains unchanged at \$8,518,704</p>
<p>Added Notes:</p>	

<p>Project 4:</p>	<p>I-5 Columbia River (Interstate) Bridge (New MTIP Planning Project)</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>21570</p>	<p>MTIP ID Number:</p>	<p>TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Complete multi-modal planning assessment activities for a replacement Interstate 5 bridge between Oregon and Washington • Source: New MTIP project • Funding: Federal Advance Construction funds and matching funds • Type: Planning study • Location: I-5 across the Columbia River • Cross Street Limits: Portland, Oregon to Vancouver, Washington • Overall Mile Post Limits: MP 306.70 to 308.72 (2.02 miles total) • Current Status Code: = A = Programming in progress or in approved MTIP moving forward to obligate funds • STIP Amendment Number: 18-21-3214 		

<p>What is changing?</p>	<ul style="list-style-type: none"> • MTIP Amendment Number: NV20-03-NOV <p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the new planning study to the MTIP to complete various planning assessments to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver, Washington. ODOT has approved \$8,299,800 of federal Advance Construction funds plus match (total of \$9 million) in support of the planning effort. The funding originates from the annual nationwide FHWA federal fund redistribution action (Redistribution funds) which Oregon will receive a share. The Oregon Transportation Commission approved the funding for the study during their August 2019 meeting. The I-5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. With WSDOT re-establishing this bridge as a priority, ODOT also needs to re-engage on this bi-state effort to improve traffic and mobility.</p>
<p>Additional Details:</p>	<ul style="list-style-type: none"> • The very preliminary estimated project cost as included in the 2018 RTP for the project is \$3,169,866,000. • The bridge replacement project is included on the RTP as a specific project line item under ID # 10893 • Appendix S to the 2018 RTP devotes the entire appendix to the project. Appendix S to the 2018 RTO can be downloaded from the Metro website at https://www.oregonmetro.gov/regional-transportation-plan  
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount is \$9 million dollars.</p>

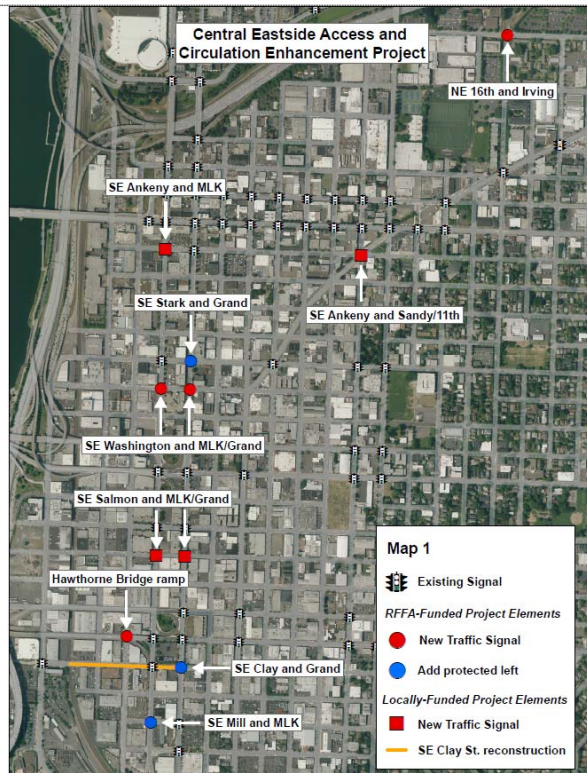
Added Notes:	Approval for the funding was required from the Oregon Transportation Commission which occurred during their August 2019 meeting
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Project 5: Central Eastside Intersection Improvements	
Lead Agency:	Portland
ODOT Key Number:	20809 MTIP ID Number: 70887
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Improve freight access and circulation at key choke points in Portland’s Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes. • Source: Existing MTIP project <ul style="list-style-type: none"> ○ Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds ○ Now through a completed fund exchange, the project is 100% locally funded • Type: Operations & Safety • Location: In the central eastside section of Portland • Cross Street Limits: Multiple • Overall Mile Post Limits: N/A • Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: TBD • MTIP Amendment Number: NV20-03-NOV
What is changing?	<p style="color: red; font-weight: bold;">AMENDMENT ACTION: CANCEL PROJECT</p> <p>Portland’s Central Eastside Intersection Improvements project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.</p> <p>De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.</p> <p>As a locally funded project, Portland’s Central Eastside Intersection Improvements project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.</p>

2018-2021 Metropolitan Transportation Improvement Program (MTIP)						
Current Approved Project list with Approved Amendments						
LEAD AGENCY		Portland				
PROJECT NAME		Central Eastside Intersection Improvements				
Project IDs		Project Description				Project Type
ODOT KEY	20809	Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.				Roadway and bridge
MTIP ID	70887					
RTP ID	10302					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	TriMet - General Funds	\$0	\$0	\$563,689	\$563,689
Preliminary engineering	2019	Local (COP)	\$0	\$0	\$64,517	\$64,517
Construction	2020	TriMet - General Funds	\$0	\$0	\$2,032,190	\$2,032,190
Construction	2020	Local (COP)	\$0	\$0	\$2,742,037	\$2,742,037
FY 18-21 Totals			\$0	\$0	\$5,402,433	\$5,402,433
Estimated Project Cost (YOES)			\$0	\$0	\$5,402,433	\$5,402,433



Additional Details:



Original project site locations as submitted in Portland's 2019-21 RFFA funding application

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, cancelling a project from the MTIP requires a formal/full amendment to the MTIP
Total Programmed Amount:	The total project programming amount decreases from \$5,402,433 to \$0
Added Notes:	

Project 6:	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd		
Lead Agency:	Portland		
ODOT Key Number:	20817	MTIP ID Number:	70879
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> Proposed improvements: Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities. 		

- Source: Existing MTIP project
 - Funding: Originally federal Regional Flexible Funds Allocation (STBG) Federal funds
 - Now through a completed fund exchange, the project is 100% locally funded
- Type: Active Transportation
- Location: In the central eastside section of Portland
- Cross Street Limits: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: TBD
- MTIP Amendment Number: NV20-03-NOV

AMENDMENT ACTION: CANCEL PROJECT

Portland’s NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project is a 2019-21 RFFA funded project. Upon review of the project, Metro, and Portland determined that the project was a good candidate for de-federalization allowing for a fund exchange among Metro, TriMet, and Portland. De-federalizing the project enables it to be locally delivered faster and possibly with a lower cost than the through the federal transportation delivery process.

De-federalizing the programming in the MTIP was completed in through an earlier amendment. Metro has developed and executed a local Intergovernmental Agreement (IGA) with Portland and TriMet, and will monitor the delivery of the project as a locally funded project.

As a locally funded project, Portland’s NE 72nd Ave: NE Killingsworth - NE Sandy Blvd project does not require any federal approvals, or is required to be maintained in the MTIP and STIP. Through this amendment the project is being removed from the MTIP and STIP.

What is changing?

2018-2021 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project list with Approved Amendments



LEAD AGENCY		Portland				
PROJECT NAME		NE 72nd Ave: NE Killingsworth - NE Sandy Blvd				
Project IDs		Project Description				Project Type
ODOT KEY	20817	Develop a combined pedestrian and bike pathway along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.				Active Transportation
MTIP ID	70879					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	Local (COP)	\$0	\$0	\$884,446	\$884,446
Preliminary engineering	2019	TriMet - General Funds	\$0	\$0	\$884,446	\$884,446
Purchase right of way	2020	Local (COP)	\$0	\$0	\$294,815	\$294,815
Purchase right of way	2020	TriMet - General Funds	\$0	\$0	\$294,815	\$294,815
Other	2021	TriMet - General Funds	\$0	\$0	\$50,000	\$50,000
Other	2021	Local (COP)	\$0	\$0	\$50,000	\$50,000
Construction	2021	TriMet - General Funds	\$0	\$0	\$970,739	\$970,739
Construction	2021	Local (COP)	\$0	\$0	\$2,567,045	\$2,567,045
FY 18-21 Totals			\$0	\$0	\$5,996,306	\$5,996,306
Estimated Project Cost (YOE\$)			\$0	\$0	\$5,996,306	\$5,996,306

<p>Additional Details:</p>		<p>Project Location map from the original RFFA application for the project</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.</p>	
<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$5,996,306 to \$0</p>	
<p>Added Notes:</p>		

<p>Project 7: Central Systemic Signals and Illumination (Portland)</p>		
<p>Lead Agency:</p>	<p>Portland</p>	
<p>ODOT Key Number:</p>	<p>20334</p>	<p>MTIP ID Number: 70949</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.. Source: Existing MTIP project Funding: Programming is Primarily with Advance Construction Type: O&M/Safety Location: In Portland at multiple site locations. Cross Street Limits: Multiple Overall Mile Post Limits: N/A Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3290 MTIP Amendment Number: NV20-03-NOV 	
<p>What is changing?</p>	<p>AMENDMENT ACTION: SCOPE CHANGE</p>	

The formal amendment reduces the project scope to fit budget constraints. PE Consultant fees came in much higher than originally anticipated. After evaluating each location based on the benefit cost (B/C), ODOT decided to remove four locations from the project scope. These include:

- ARTS ID #9: 92nd Ave: Powell – Woodstock
- ARTS ID #14: W Burnside Rd: Uptown Terrace - 48th Ave
- ARTS ID #20H: NE Halsey St at NE 122nd Ave
- ARTS ID #34H: SE Stark St at SE 148th Ave.

The removal of these locations results in a savings of \$494,894 in the CON phase. ODOT is shifting this to PE to address the PE phase shortfall. The scope change does not result in a change to the total project cost

Remaining project site locations include the following:

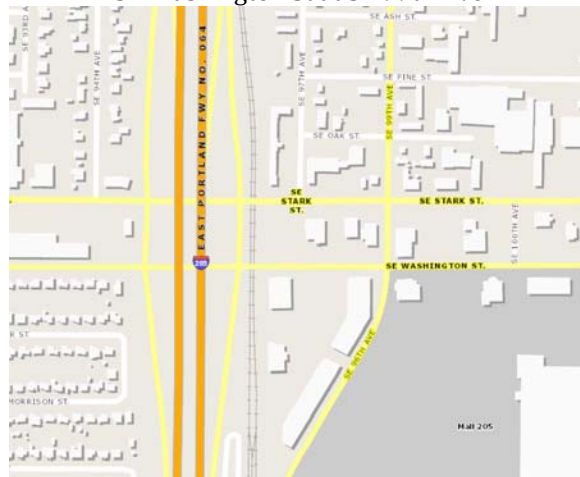
- SE Hawthorne Blvd at SE Grand Ave
- SE Washington St at SE 99th Ave
- SE Foster Rd at SE 92nd Ave
- SE Stark St at SE 103rd Dr.

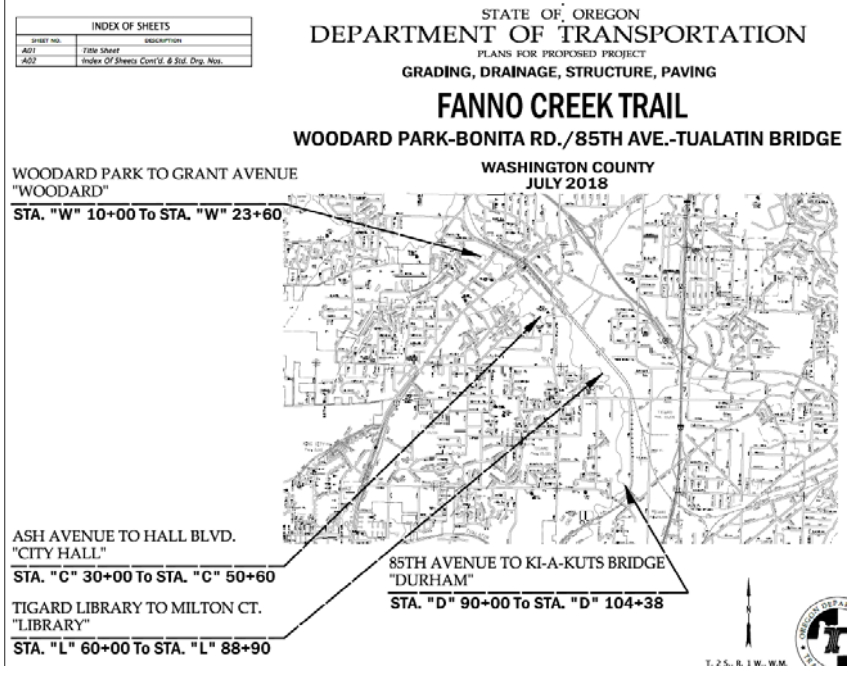
Additional Details:

Removed Site Locations through the Scope Change:
SE Hawthorne Blvd at SE Grand Ave



SE Washington St at SE 99th Ave



<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The latest update to the Project Specifications and Estimates (PS&E) indicated a revised construction cost of \$1.5 million to complete the project. As a result of the cost increase, additional PE time is required delaying Right of Way and Construction. Right of Way is pushed out to 2020 with Construction to 2021 along with the \$1.5 million of local funds added to the Construction phase as part of the formal amendment. The revised Construction phase cost increases to \$4,843.363 with the total project cost increasing to \$6,404,977.</p>
<p>Additional Details:</p>	 <p>STATE OF OREGON DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED PROJECT GRADING, DRAINAGE, STRUCTURE, PAVING FANNO CREEK TRAIL WOODARD PARK-BONITA RD./85TH AVE.-TUALATIN BRIDGE WASHINGTON COUNTY JULY 2018</p> <p>WOODARD PARK TO GRANT AVENUE "WOODARD" STA. "W" 10+00 To STA. "W" 23+60</p> <p>ASH AVENUE TO HALL BLVD. "CITY HALL" STA. "C" 30+00 To STA. "C" 50+60</p> <p>TIGARD LIBRARY TO MILTON CT. "LIBRARY" STA. "L" 60+00 To STA. "L" 88+90</p> <p>85TH AVENUE TO KI-A-KUTS BRIDGE "DURHAM" STA. "D" 90+00 To STA. "D" 104+38</p> <p>T.S. R.T.W. W.M.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, a project cost increase above 20% for projects with a total cost of \$1 million or greater requires a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$4,905,187 to \$6,404,977</p>
<p>Added Notes:</p>	

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to be programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Transit Asset Management impacts
- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the November 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	October 25, 2019
● TPAC notification and approval recommendation.....	November 1, 2019
● JPACT approval and recommendation to Council.....	November 21, 2019*
● Completion of public notification process.....	November 25, 2019
● Metro Council approval.....	December 5, 2019

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	December 10, 2019
● Amendment bundle submission to ODOT for review.....	December 11, 2019
● Submission of the final amendment package to USDOT	December 11, 2019
● ODOT clarification and approval.....	Late December, 2019
● USDOT clarification and final amendment approval.....	Early to mid-January 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 19-5046.

- TPAC approval date: November 1, 2019
- JPACT approval date: November 21, 2019

Note: No attachments