

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW)	RESOLUTION NO. 19-5059
PROJECT TO THE 2018-21 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	Introduced by: Chief Operating Officer
PROGRAM INVOLVING ONE PROJECT.)	Andrew Scott in concurrence with
ODOT'S I-5 BOONE BRIDGE WIDENING AND)	Council President Lynn Peterson
SEISMIC RETROFIT STUDY (DC20-06-DEC3))	

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, the 2019 Oregon Legislature directed ODOT to study widening and seismically retrofitting the Interstate 5 (I-5) Boone Bridge in the southern Metro MPO region and ODOT has committed \$300,000 out of the total of the Federal Highways Administration annual Redistribution program to support the study; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study's key objective is to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway; and

WHEREAS, the Study will help determine the range of costs to achieve a widened and seismically resilient Boone Bridge; assess whether it is structurally feasible to widen and seismically retrofit the existing Boone Bridge or whether a replacement bridge is necessary; identify the costs of associated interchange improvements on I-5 plus the necessary next steps to advance the project; and

WHEREAS, the MTIP's financial constraint finding is maintained as proof of funding has been verified from the Oregon Transportation Commission (OTC) which provided their funding approval for the study during their August 2019 meeting; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the December 2019 I-5 Boone Bridge Widening and Seismic Retrofit Study Formal MTIP Amendment; and

WHEREAS, the I-5 Boone Bridge Widening and Seismic Retrofit Study 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 December 6, 2019; and

WHEREAS, JPACT received their notification on December 19, 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 January 16, 2019 to formally amend the 2018-21 MTIP to include ODOT's I-5 Boone Bridge Widening and Seismic Retrofit Study.


ADOPTED by the Metro Council this 16 day of January 2020.



Lynn Peterson, Council President



Approved as to Form:



Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5059**



Proposed December 2019 Formal Amendment Bundle (Resolution 19-50590)

Amendment Type: Formal/Full

Amendment #: DC20-06-DEC3

Total Number of Projects: 1

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	ADD NEW PROJECT: The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

December 2019 MTIP Formal Amendment Project #1 - Key 21541 - I-5 Boone Bridge Widening & Seismic Retrofit



**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: 21541
Project Name: I-5: Boone Bridge Widening & Seismic Retrofit Study	ODOT Type: Planning	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: 4/30/2021
	Conformity Exempt: Yes	RTP ID: 11990
Short Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	On State Hwy Sys: I-5	RFFA ID: N/A
	Mile Post Begin: 282.20	RFFA Cycle: N/A
	Mile Post End: 284.00	UPWP: Yes
	Length: 1.88	UPWP Cycle: SFY 20
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes
Detailed Description: On I-5 in the Wilsonville area between MP 282.20 to 284.08, complete feasibility study to determine the widening and required seismic retrofitting to Boone Bridge. Determine required interchange improvements on I-5 from Wilsonville Rd to Canby-Hubbard Hwy. Develop cost range for widening alternatives versus a bridge replacement, and determine next steps to advance the project		
STIP Description: Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020	\$ 276,660					\$ 276,660
								\$ -
							Federal Totals:	\$ 276,660
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020	\$ 23,340					\$ 23,340
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
							Year Of Expenditure (YOE):	\$ 300,000

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 I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 11990 - I-5 Southbound Wilsonville Rd-Hubbard Hwy

> RTP Description: Add an auxiliary lane on I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway, including improvements to the Boone Bridge. PE, ROW and Construction Phases.

> 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. ADCON 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

Memo



Date: Tuesday, December 24, 2019
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: December 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5059, (I-5 Boone Bridge Widening and Seismic Retrofit Study)

STAFF REPORT

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING ONE PROJECT, ODOT’S I-5 BOONE BRIDGE WIDENING AND SEISMIC RETROFIT STUDY (DC20-06-DEC3)

BACKGROUND

What This Is:


The December 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle within Resolution 19-5059 involves adding ODOT’s new I-5 Boone Bridge Widening and Seismic Retrofit Study to the MTIP.

What is the requested action?

JPACT recommends Metro Council approval for Resolution 19-5059 enabling the ODOT’s new I-5 Boone Bridge Widening and Seismic Retrofit project to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed December 2019 Formal Amendment – Resolution 19-5059					
Amendment Type: Formal/Full					
Amendment #: DC20-06-DEC3					
Total Number of Projects: 1					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21541 New Project	TBD	ODOT	I-5 Boone Bridge Widening & Seismic Retrofit Study	Study to determine the feasibility of widening and seismically retrofitting Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway	<u>ADD NEW PROJECT:</u> The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. \$300,000 is approved to complete the study activities

A detailed summary of the amended project is provided in the below table.

Project 1:	I-5: Boone Bridge Widening & Seismic Retrofit Study New Project		
Lead Agency:	ODOT		
ODOT Key Number:	21541	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements – Bridge/freeway widening and seismic retrofit study Source: New Project to the MTIP Funding: Source of funding is from the FY 2019 FHWA Redistribution program Type: Planning study Location: In southern Metro Portland MPO region on I-5 at the Boone Bridge over the Willamette River near the city of Wilsonville Cross Street Limits: Between Wilsonville Rd and Canby-Hubbard Highway Overall Mile Post Limits: MP 282.20 to 284.08 (approximately 1.88 miles) Current Status Code: = Planning status “A” = Programming in progress or in approved MTIP moving forward to obligate funds STIP Amendment Number: 18-21-3173 MTIP Amendment Number: DC20-06-DEC3 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the I-5 Boone Bridge Widening & Seismic Retrofit Study to the MTIP. The Interstate 5: Boone Bridge crosses the Willamette River on the south end of Wilsonville. The bridge is a bottleneck for the northbound morning commute and the southbound evening commute. In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. ODOT is directed to provide an estimate of the cost to complete the project and report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021. Approving \$300,000 in FHWA funds will allow ODOT to do a scope review and determine issues associated with widening and seismically retrofitting the bridge.</p>		
Additional Details:			



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.

Total Programmed Amount:

The total project programming amount is \$300,000.

Added Notes:

OTC approval was required to move forward with this amendment which occurred during their August 2019 meeting.

Note: The Amendment Matrix located below 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 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.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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:

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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • 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.

- 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
 - 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 December 2019 Formal MTIP amendment (DC20-06-DEC3) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	December 5, 2019
● TPAC notification and approval recommendation.....	December 6, 2019
● JPACT approval and recommendation to Council.....	December 19, 2019*
● Completion of public notification process.....	January 8, 2020
● Metro Council approval.....	January 16, 2020

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	January 21, 2020
● Amendment bundle submission to ODOT for review.....	January 22, 2020
● Submission of the final amendment package to USDOT.....	January 22, 2020
● ODOT clarification and approval.....	Mid February, 2020
● USDOT clarification and final amendment approval.....	Mid February 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 Metro Council approve Resolution 19-5059 under MTIP Amendment DC20-06-DEC3 allowing ODOT's new I-5 Boone Bridge Widening and Seismic Retrofit Study to be correctly amended in the MTIP.

Note: No attachments